New San Diego Central Courthouse-
Traffic Impact Analysis Report

Prepared for

Administrative Office of the Courts

Prepared by

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EXECUTIVE SUMMARY

The Administrative Office of the Courts (the "AOC") has proposed construction of a New San Diego Central Courthouse in the downtown area of the City of San Diego (the "City"). This study analyzes the forecast traffic impact of the proposed courthouse project. The proposed location is bound by B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a pay parking lot currently occupy the site.

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will be relocated from the existing courthouse immediately east of the proposed project site. Ten of the 71 courtrooms will be relocated from the Madge Bradley and Family Law Courthouse several blocks east of the proposed site. One courtroom will be relocated from Kearney Mesa and one new courtroom will be added. Sixty of the 71 court rooms will provide for jury trials, and the remaining courtrooms will serve probate, family court, and small claims and will not have a jury call. Only two of the courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips into downtown.

Construction of the new building will displace one existing office building and a public parking lot (181 spaces). The AOC will also demolish the County Courthouse and Old Jail, which provide space for County of San Diego employees and employees supporting detention operations in the Old Jail. The removal of these buildings will reduce the traffic, parking demand, and parking supply in the study area. The AOC has no current plans to redevelop the existing County Courthouse site. The Madge Bradley and Family Law Courthouse will provide office space for other tenants.

The proposed project will generate approximately 134 new trips per day. Another 721 trips per day will redistribute through downtown to account for the relocation of the Madge Bradley and Family Law courthouses. Combined, the redistribution of trips and the new trips will generate approximately 385 new trips during the a.m. peak period.

In addition to evaluating traffic operating conditions, this report also discusses the project's parking demands. The proposed courthouse will provide approximately 60 on-site underground spaces for judges and key courthouse staff. All others will be required to park off site in the existing surface parking lots, public parking structures or on the street. In addition to the existing offsite demand, a total of 370 parking spaces will be needed to serve the new courthouse.

This study analyzed the traffic operating conditions for the following intersections and roadway segments:

Study Intersections

- Ash Street / Union Street
- Ash Street / Front Street
- First Avenue / A Street
- B Street / State Street
- B Street / Union Street
- B Street / Front Street
- C Street / State Street
- C Street / Union Street
- Broadway / State Street
- Broadway / Union Street

Study Roadway Segments

- Ash Street: Columbia Street to State Street; State Street to Union Street; Union Street to Front Street; Front Street to First Avenue
- A Street: Columbia Street to State Street; State Street to Union Street; Union Street to Front Street; Front Street to First Avenue
- B Street: Columbia Street to State Street; State Street to Union Street; Union Street to Front Street
- C Street: Columbia Street to State Street
- Broadway: Kettner Boulevard to India Street; Union Street to Front Street; Front Street to First Avenue
- State Street: Ash Street to A Street; B Street to C Street; C Street to Broadway
- Front Street: Ash Street to A Street; A Street to B Street
- First Avenue: Ash Street to A Street; A Street to B Street

This traffic impact study was prepared in accordance with the City of San Diego Traffic Impact Study Manual (2003). The City's goal for acceptable levels of service is LOS D or better at signalized intersections and along roadway segments. Existing a.m. peak hour and daily roadway segment traffic volume was collected specifically for this study in April 2010. Operational analysis shows all intersections and roadway segments operate at LOS D or better.

Project-generated trips calculated were based on rates established for similar facilities, categorized into jury and non-jury trials. Trips were then to the roadway network, and added to the existing a.m. peak hour and daily volumes to determine the short-term project impacts. The addition of the forecast project-generated trips to the existing conditions does not change the LOS from acceptable to deficient at the study intersection or along study roadway segments. Therefore, there are not forecast significant impacts for the study intersections and segments under Existing Plus Project conditions.

The AOC forecasts that the project will open in the year 2016. To evaluate traffic operations for the project opening year, a growth rate factor of two percent per year was applied to all existing conditions traffic volumes. The growth factor is based on existing ADT volumes and forecast year 2030 ADT volumes reported in the Downtown Community Plan Update. This report evaluates cumulative condition with and without the proposed project.

Based on City of San Diego significant impact thresholds, no direct project impacts are identified for Existing or Cumulative conditions. Therefore, no mitigation is required.

The project will provide approximately 60 on-site parking spaces for judges and key court staff. All other vehicles will park off-site in public parking lots. An inventory of available public surface parking lots found 874 parking spaces within a three block radius of the project site. A field occupancy survey conducted in March 2010 revealed that at 8:30 a.m., when the peak demand for parking for the courts would be occur, approximately 45% of the total surface parking spaces were unoccupied. The project will need 370 parking spaces to accommodate the forecast a.m. peak period traffic forecast. Clearly this demand could be met by the surface parking spaces alone, with 395 parking spaces available at 8:30 a.m. However, there are over 1,700 public parking spaces available in parking structures near the project site. Therefore, there is sufficient parking within the three block radius to meet the a.m. peak parking demands of the courthouse.

The construction of the new courthouse will result in the removal of a 181 public parking lot. The project will also reduce the demand for parking with the removal of the office buildings that exist on this site and other uses that will be removed with the demolition of the existing courthouse (Old Jail and San Diego County office space). According to the trip generation analysis, the removal trips associated with the demolition of the existing courthouse and the demolition of the existing office buildings on the proposed site will result in a decline in parking demand by as much as 326 vehicles. Therefore, the removal of the parking lot will not negatively impact the parking supply in the project vicinity.

INTRODUCTION

The Administrative Office of the Courts (the "AOC") has proposed a New San Diego Central Courthouse project in downtown San Diego. This study analyzes the forecast traffic impacts of the proposed courthouse project in downtown San Diego. The project site is adjacent to B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a pay parking lot currently exist on the site. Exhibit 1 and Exhibit 2 illustrate the regional vicinity map and the study area map of the project.

Analysts prepared this traffic impact study in accordance with the SANTEC/ITE Traffic Study Guidelines and City of San Diego (the "City") Traffic Impact Study Manual (2003). The City's goal for acceptable levels of service ("LOS") is LOS D or better at signalized intersections and along roadway segments.

This report evaluates the a.m. peak hour intersection and daily roadway segment operations for existing and Year 2016 conditions with and without the proposed project.

PROJECT DESCRIPTION

The proposed project will include 71 courtrooms:

- 59 courtrooms will relocate from existing County Courthouse building, which is adjacent to the proposed courthouse site;
- 10 courtrooms will relocate from Madge Bradley & Family Law Courthouse; 1 court room will relocate from Kearney Mesa; and
- 1 new courtroom will be added.

Of the total 71 courtrooms, only the new courtroom and relocated courtroom from Kearney Mesa will generate new trips into downtown San Diego.

Once the new courthouse is constructed, the Administrative Offices of the Courts (AOC) intends to demolish the existing building. At the time this report was prepared, the AOC had no plans to redevelop the existing County Courthouse and Old Jail sites. The demolition of the existing Courthouse and the existing buildings on the proposed site will result in a reduction in trips within the study area:

- Construction of the new courthouse will displace one existing office building and a public parking lot (181 spaces). The removal of this building will reduce the parking demand and the total trips within the study area.

- Staff of the County of San Diego (the “County”) occupy approximately 56,000 BGSF of the existing County Courthouse. These staff will move to a new location when the AOC prepares to demolish the existing courthouse.
- The Old Jail, located within the existing courthouse, will demolished and will not be replaced within downtown.

NOT TO SCALE

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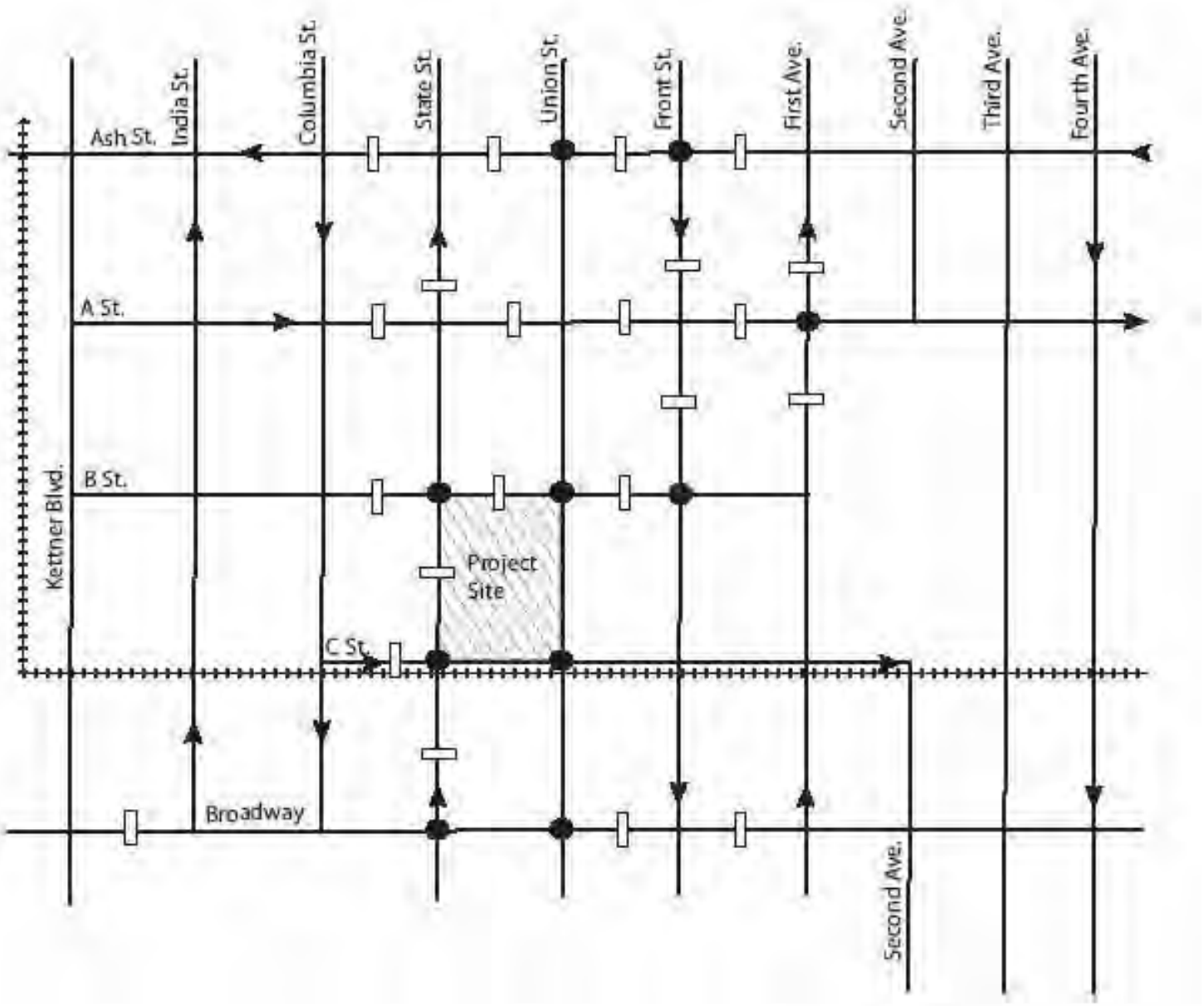
REGIONAL PROJECT VICINITY

EXHIBIT 1



LEGEND:

- Study Intersection
- Study Roadway Segment
- One-way
- Project Site

NOT TO SCALE

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STUDY AREA

EXHIBIT 2

STUDY AREA

The project study area is based on the distribution of project-generated trips on the roadway network. The list of study intersections and roadway segments is based on recommendations by City staff and City of San Diego Traffic Impact Study Manual. The traffic study includes all signalized intersections where the project will add 50 or more peak hour project-generated trips. Exhibit 2 shows study intersections and roadway segments.

Based on these thresholds, the study area consists of the following intersections:

- Ash Street / Union Street
- Ash Street / Front Street
- First Avenue / A Street
- B Street / State Street
- B Street / Union Street
- B Street / Front Street
- C Street / State Street
- C Street / Union Street
- Broadway / State Street
- Broadway / Union Street

ANALYSIS METHODOLOGY

In accordance with the City of San Diego Traffic Impact Study Manual, this study analyzes the followings study scenarios:

- **Existing Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.
- **Existing Plus Project Conditions** – Analysis of existing traffic volumes overlaid with the forecast project-generated traffic. The existing intersection geometry and roadway network were used in this analysis.
- **Existing Plus Cumulative Conditions (No Project)** – Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed by the project-opening year.
- **Existing Plus Cumulative Plus Project Conditions** – Analysis of existing traffic volumes overlaid with cumulative project traffic and traffic generated by the proposed project.

This study uses the 2000 Highway Capacity Manual methodology for Signalized Intersections to determine the operating Levels of Service (LOS) of the study intersections. The Highway Capacity Manual (HCM) methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding average stopped delay per vehicle shown in Table 1.

Table 1: Intersection LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

The roadway segment analysis of the study area roadways is based upon roadway classifications and capacity thresholds defined in the City of San Diego Traffic Impact Study Manual. The roadway segment level of service criteria is included in Table 2.

Table 2: Level of Service Thresholds for Roadway Segments

Classification (# Lanes)		Level of Service				
		A	B	C	D	E
Primary Arterial (6)		25,000	35,000	50,000	55,000	60,000
Major Arterial	Two-way (6)	20,000	28,000	40,000	45,000	50,000
	One-way (3)	10,000	14,000	20,000	22,500	25,000
Major Arterial	Two-way (4)	15,000	21,000	30,000	35,000	40,000
	One-way (2)	7,500	10,500	15,000	17,500	20,000
Local	Two-way (2)	2,500	3,500	5,000	6,500	8,000
	One-way (3)	4,000	5,500	7,500	9,000	10,000
	One-way (2)	2,500	3,500	5,000	6,500	8,000
Collector	Two-way (4)	10,000	14,000	20,000	25,000	30,000
	One-way (3)	7,500	10,500	15,000	18,750	22,500
	One-way (2)	5,000	7,000	10,000	13,000	15,000
Collector (no center lane (4)) (continuous left-turn lane 2))		5,000	7,000	10,000	13,000	15,000
Collector (2) (no fronting property)		4,000	5,500	7,500	9,000	10,000
Collector (2) (commercial-industry fronting)		2,500	3,500	5,000	6,500	8,000

Source: City of San Diego Traffic Impact Study Manual

The City's goal for acceptable operating conditions is LOS D or better for intersections and roadway segments. The City's Traffic Impact Study Manual identifies thresholds of significance shown in Table 3:

Table 3: City of San Diego Level of Significance Thresholds

LOS with Project	Allowable Change Due To Project Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (sec.)
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	1	2.0	1.0

Source: City of San Diego Traffic Impact Study Manual

EXISTING CONDITIONS

Existing Roadway Circulation System

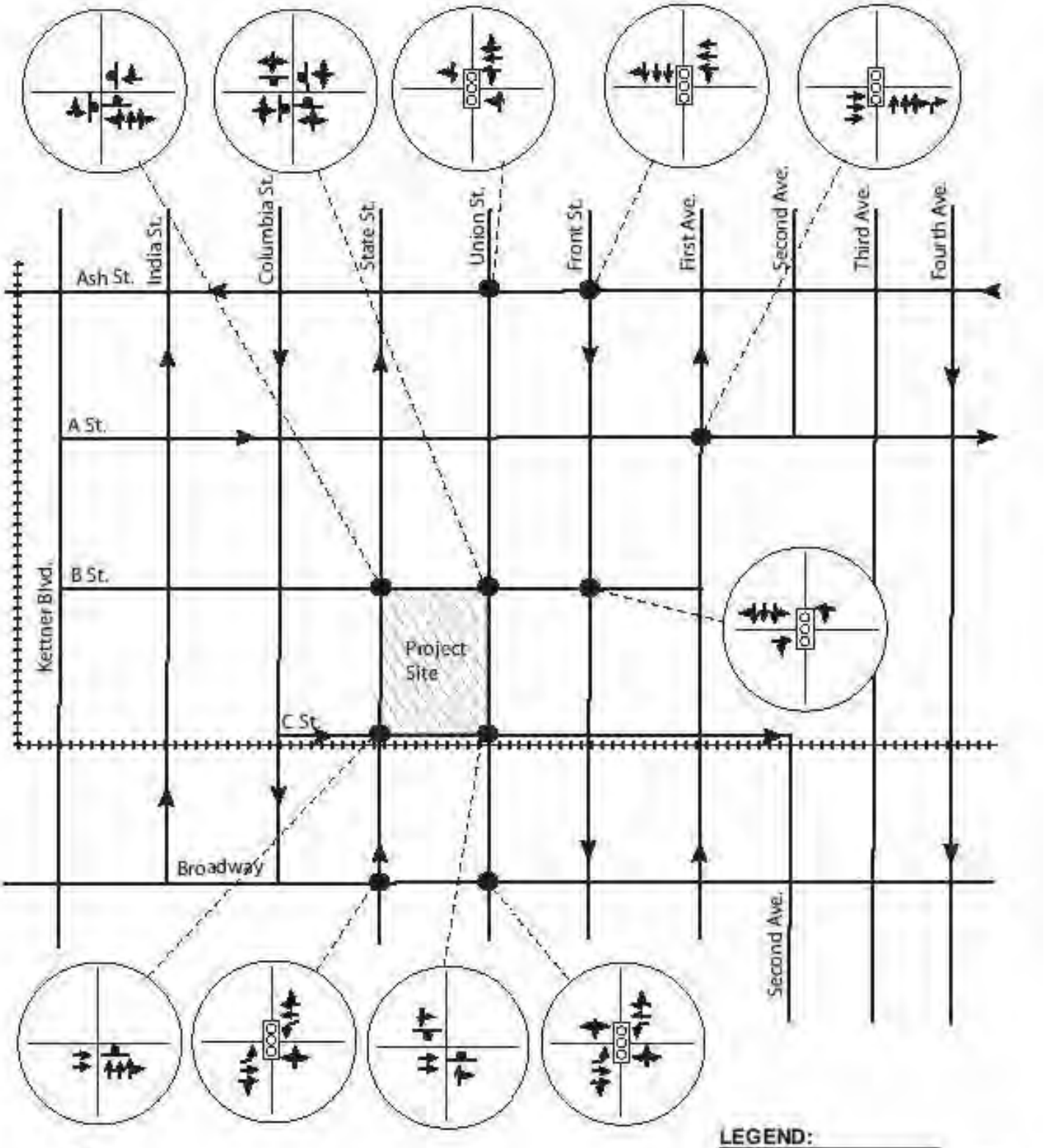
A thorough field investigation of the existing roadway and intersection conditions was conducted specifically for this project. This analysis included traffic signal operations, lanes, parking and other factors that may affect the capacity of the roadway. A description of all existing roadways is provided below. Exhibit 3 shows existing intersection geometry and traffic signal control.

Ash Street is a one-way westbound street providing three travel lanes. Ash Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

A Street is a one-way eastbound street providing three travel lanes. A Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

B Street is a two-lane street oriented in an east-west direction. B Street is a two-lane Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

C Street is a one-way eastbound street providing two travel lanes. Trolley tracks runs in between each eastbound travel lane. C Street is classified as a two-lane Local Street within the study area. No curbside parking is provided along C Street.



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EXISTING INTERSECTION GEOMETRY

EXHIBIT 3

Broadway is a four-lane divided road oriented in an east-west direction. Broadway is as a Collector Street within the study area. Most intersections through the study area have restricted left turn access from Broadway onto side streets. Metered curbside parking is generally provided on both sides of the street.

Kettner Boulevard is a one-way southbound street from Ash Street to A Street providing two travel lanes and is considered a Major Street within the study area. From A Street to Broadway, Kettner Boulevard is a two-lane Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

State Street is a one-way northbound street providing three travel lanes. State Street is a one-way Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Union Street is a two-lane street oriented in a north-south direction. Union Street is a two-lane Local Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Front Street is a one-way southbound street providing three travel lanes. Front Street is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

First Avenue is a one-way northbound street providing three travel lanes. First Avenue is a one-way Major Street within the study area. Metered curbside parking is generally provided on both sides of the street.

Existing Conditions Levels of Service

To determine the existing operation of the study intersections, intersection movement counts were collected on a typical weekday during the a.m. (7:30 to 9:30 a.m.) peak period. Since the courts typically end judicial proceedings prior to the p.m. peak period, there is no analysis for this time period. Average daily traffic volumes were also collected over a 24-hour period.

Exhibit 4 shows existing a.m. peak hour and daily traffic volumes. Detailed count data is in Appendix A. Table 4 shows the results of the existing conditions a.m. peak hour intersection operating conditions. Detailed Highway Capacity Manual (HCM) calculation sheets are in Appendix B. As shown in Table 4, all intersections are currently operating at an acceptable LOS (LOS D or better) during the a.m. peak hours.

Roadway segment levels of service calculations were conducted based on established capacity thresholds defined by roadway classification and average daily traffic volumes. Table 5 presents the results of the existing conditions roadway segment level of service

analysis. As shown in Table 5, all of the roadway segments operate at acceptable levels of service.

Table 4: Existing Condition Intersection LOS – AM Peak

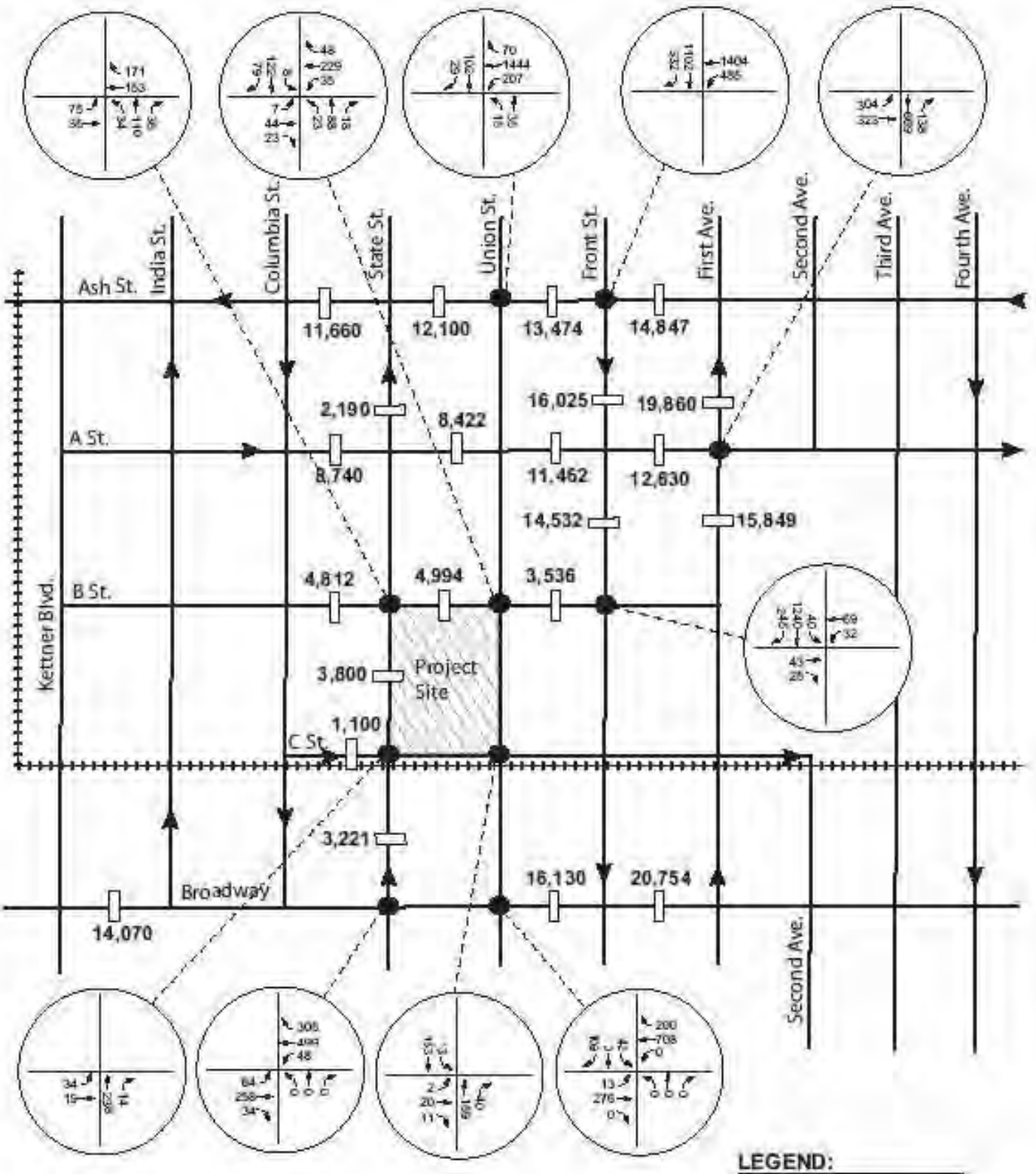
Study Intersection	Control	Delay	LOS
Ash Street / Union Street	S	6.2	A
Ash Street / Front Street	S	19.9	B
First Avenue / A Street	S	17.2	B
B Street / State Street	U	9.3	A
B Street / Union Street	U	10.3	B
B Street / Front Street	S	6.1	A
C Street / State Street	U	10.9	B
C Street / Union Street	U	10.5	B
Broadway / State Street	S	0.0	A
Broadway / Union Street	S	8.5	A

Note: Deficient intersection operation shown in **bold**.
Control: S= signalized , U= unsignalized

Table 5: Existing Conditions Roadway Segment LOS

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing ADT	V/C	LOS
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	11,660	0.47	B
	State Street to Union Street	Major one-way (3)	25,000	12,100	0.48	B
	Union Street to Front Street	Major one-way (3)	25,000	13,474	0.54	B
	Front Street to First Avenue	Major one-way (3)	25,000	14,847	0.59	C
A Street	Columbia Street to State St.	Major one-way (3)	25,000	8,740	0.35	A
	State Street to Union Street	Major one-way (3)	25,000	8,422	0.34	A
	Union Street to Front Street	Major one-way (3)	25,000	11,462	0.46	B
	Front Street to First Avenue	Major one-way (3)	25,000	12,630	0.51	B
B Street	Columbia Street to State St.	Local (2)	8,000	4,812	0.60	C
	State Street to Union Street	Local (2)	8,000	4,994	0.62	C
	Union Street to Front Street	Local (2)	8,000	3,536	0.44	C
C Street	Columbia Street to State St.	Local one-way (2)	8,000	1,100	0.14	A
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	14,070	0.47	C
	Union Street to Front Street	Collector (4)	30,000	16,130	0.54	C
	Front Street to First Avenue	Collector (4)	30,000	20,754	0.69	D
State Street	Ash Street to A Street	Local one-way (3)	10,000	2,190	0.22	A
	B Street to C Street	Local one-way (3)	10,000	3,800	0.38	A
	C Street to Broadway	Local one-way (3)	10,000	3,221	0.32	A
Front Street	Ash Street to A Street	Major one-way (3)	25,000	16,025	0.64	C
	A Street to B Street	Major one-way (3)	25,000	14,532	0.58	C
1st Avenue	Ash Street to A Street	Major one-way (3)	25,000	19,860	0.79	C
	A Street to B Street	Major one-way (3)	25,000	15,849	0.63	C

Note: Deficient roadway segment operation shown in **bold**.



EXISTING CONDITIONS TRAFFIC VOLUMES

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EXHIBIT 4

PROPOSED PROJECT

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will relocate from the existing County Courthouse located immediately east of the proposed project site. Ten of the 71 courtrooms will relocate from the Madge Bradley and Family Law Courthouse, which are several blocks northeast of the proposed site. One courtroom will relocate from Kearney Mesa, and the project will add one new courtroom. Sixty of the 71 court rooms will provide for jury trials while the remaining will serve probate, small claims, and family court and will not have a jury call. Only 2 of the 71 courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips into downtown. The project will provide approximately underground 60 parking spaces on the project site for judges and key staff of the court system. All other project-related parking will occur offsite.

The proposed courthouse site contains approximately 45,000 BGSF of commercial existing office uses and an existing 181 space parking lot. The project will demolish the office space on the proposed site, the existing County Courthouse, and the Old Jail. The removal of the buildings will reduce overall existing traffic in the study area and reduce the existing demand for parking. However, removal of the parking lot (181 spaces) will reduce the existing available public parking capacity.

TRIP GENERATION RATES

The New San Diego Central Courthouse will operate from 8:00 a.m. to 5:00 p.m. Monday through Friday. The majority of the traffic to and from the site will occur during the a.m. peak as most jurors and visitors leave the facility midday or in the early afternoon before the p.m. peak traffic operations begin. Therefore, the traffic analysis in this report focuses only on the a.m. peak period conditions.

Courthouse trip generation rates are not currently published in ITE or City of San Diego Traffic Generation Manuals. Therefore, trip generation rates for the relocated courthouses are based on trip generation studies conducted for the AOC for this project and/or other projects in California.

County Courthouse Trip Generation Rates

In January 2000, the County of San Diego prepared a traffic study for the existing San Diego County Courthouse. In that report, the County supplied employment and trip information for the existing 59 courtroom County Courthouse. Information from that report is based on employee surveys collected in 2000:

Total Court Rooms: 59
Total Employees: 750
Total Jurors (per day): 2,100

The research conducted for the County study showed that a total of 2.5 trips per day were made by each employee. In addition, each juror made 2.0 trips per day. The mode split percentages of those trips was:

	Employees	Jurors
Drive Alone:	51%	59%
Transit:	27%	20%
Carpool	13%	5%
Vanpool	3%	4%
Bike/Walk	6%	12%

Of the total trips made to and from the courthouse, there were a total of 1,081 vehicle based employee trips and 2,615 juror vehicle trips per day. This equates to 18.32 employee and 44.32 juror trips per day per court room. Employees and most jurors/visitors arrive at the courthouse during the a.m. peak period (7:30 to 9:00 a.m.). Therefore, 50 percent of the total trips arrive during the a.m. peak. Table 6 summarizes the trip generation rates developed for the County Court building.

Table 6: Trip Generation Rates – County Court Building

Land Use	Daily	AM		
		Total	In	Out
Employees *(trips per court room)*	18.32	9.16	8.24	0.92
Visitor/Juror *(trips per court room)*	44.32	22.16	19.94	2.22

Family and Probate Court Trip Generation Rates

The proposed project will include the existing 59 court rooms in the County Courthouse along with ten relocated courtrooms from the Family Law (1555 Sixth Avenue) and Madge Bradley (1409 Fourth Avenue) buildings in downtown San Diego. Neither Family Court or Probate Court will require jury calls. Therefore the trip generation for these courts includes only the employees and individuals involved in such court cases.

In January 2010, the AOC commissioned a traffic study1 for a Family Resources courthouse in San Jose, California. The study showed that all employees and most visitors arrived at the courthouse between 8:00 and 9:00 a.m. Results of the trip end

[1] Available at http://www.courtinfo.ca.gov/programs/occm/documents/santa_clara_final_mnd.pdf

survey conducted for a Family Court in San Jose, California (20 court rooms) indicated in Table 7.

Table 7: Trip Generation – Family and Probate Court (No Jury Calls)

Land Use	Daily	AM		
		Total	In	Out
Employees *(trips per court room)*	23.1	11.56	10.4	1.16
Visitors *(trips per court room)*	49.0	24.50	22.05	2.45

FORECAST OF NET PROJECT TRIP GENERATION

Since the existing operations of the 59-courtroom County Courthouse are only moving one block west and are essentially unchanged, the project's net trip generation includes three components: 1. New trips generated by the AOC's addition of one new courtroom and the relocation of Kearny Mesa courtroom to the new courthouse; 2. Trips associated with the relocation of the existing Madge Bradley and Family Court courtrooms within downtown; and 3. Elimination of existing trips due to demolition of the buildings on the proposed courthouse site, demolition of the County Courthouse (which forces relocation of the County's staff that work in the building), and demolition of the Old Jail

1. New Downtown San Diego Courtrooms

Only trips associated with the relocation from Kearney Mesa and the one new proposed courtroom will generate new trips into downtown San Diego. Overall, the project will generate 134 new vehicle-based trips within the study area when trip generation rates for courthouse facilities are applied to the two new courtrooms that will be in downtown San Diego. There will be 68 a.m. peak hour trips. Table 8 shows trip generation rates developed for this project.

Table 8: Forecast Trips Generated by New Courtrooms and Courtrooms Relocated from Outside Downtown San Diego

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES				
General Court (jury)				
Employees *(trips per court room)*	18.32	9.16	8.24	0.92
Visitors & jurors *(trips per court room)*	44.32	22.16	19.94	2.22
NEW TRIPS ASSIGNED TO STUDY AREA				
General Court (jury): 1 new courtroom				
Employees	18	9	8	1
Visitors & Jury	44	22	20	2
Family & Probate Court (non jury): 1 courtroom relocated from Kearney Mesa				
Employees	23	12	10	2
Visitors	49	25	22	3
New Trips Generated in Downtown San Diego	**134**	**68**	**60**	**8**

2. Madge Bradley and Family Law Court Relocation to New San Diego Central Courthouse

The project will relocate 10 courtrooms from the Madge Bradley and Family Law Court buildings that currently reside in downtown San Diego on Fourth and Sixth Avenues. Exhibit 5 illustrates the location of the existing buildings and the proposed court house. The trips associated with the relocation of the existing courtrooms within downtown are not new trips to downtown San Diego. As summarized in Table 9, these two courtrooms currently generate approximately 361 vehicle based trips during the a.m. peak period. The travel patterns into and around downtown for these relocated courtrooms are likely to shift due to the relocation of the judicial operations and their associated parking demand. The change in traffic patterns associated with the relocation of the Madge Bradley and Family Law courtrooms trips is included in the analysis of Existing plus Project conditions.

Table 9: Existing Trips to be Redistributed

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES – Family & Probate (Non-Jury) (1)				
Employees *(trips per court room)*	23.1	11.56	10.4	1.16
Visitors *(trips per court room)*	49.0	24.50	22.05	2.45
FORECAST RESTRIBUTED TRIPS – Family & Probate (Non-Jury)				
Employees *(10 court rooms)*	231	116	104	12
Visitors *(10 court rooms)*	490	245	221	24
Existing Trips Redistributed in Downtown San Diego	**721**	**361**	**325**	**36**

(1) Source: Trip generation reported for County of San Diego Courthouse & San Jose Family Resources Courthouse

3. Removal of Existing Land Uses From Proposed Project Site, County Courthouse, and Old Jail

The preferred courthouse site includes an approximately 45,000 square foot set of buildings. There are two buildings with four stories each and a single story-building that is between the two larger buildings. The buildings provide office space for legal, bail bond, and restricted income legal support. To estimate the number of trips currently on the roadway network from these buildings, trip generation rates were applied to the existing square footage based on City of San Diego Office Building Trip Generation Rates.

The County shares space in the County Courthouse with the Superior Court. The County's Child Support Services and Health and Human Services occupy approximately 56,000 square feet of space in the building. After completion of the new courthouse, the County's Child Support Services, and Health and Human Services staff will vacate the County Courthouse. It is anticipated that these trips will leave downtown San Diego and were therefore removed from the study area.

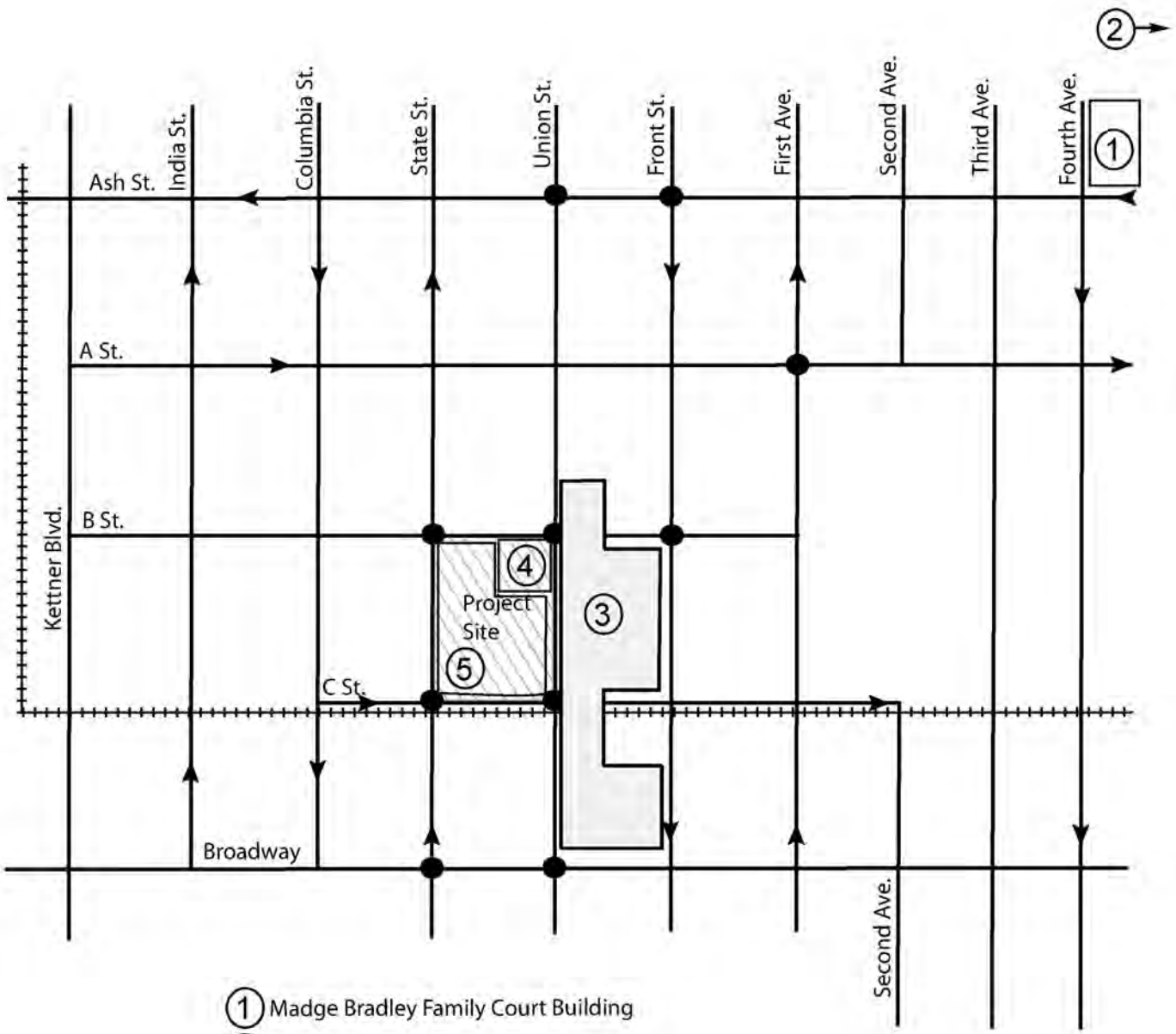
The County also leases the Old Jail from the AOC, and the County sub-leases the Old Jail to a private party that operates the detention facility. With the demolition of the Old Jail, trips associated with that use will also be removed from the study area. There are approximately 65 employees at the facility that report in on a daily basis. Therefore, 65 a.m. peak period trips were removed from the roadway network for this analysis of project related impacts.

The proposed project will remove the existing buildings from the proposed courthouse site, the County Courthouse, the Old Jail, and the existing 181 space public parking lot. The removal of the courthouse site's buildings, the County's space in the County Courthouse, and the Old Jail will reduce traffic volume within the study area by approximately 2,142 trips per day with a reduction of 326 a.m. peak period trips. Table 10 summarizes the reduction in traffic associated with the removal of the existing buildings.

Table 10: Existing Trips Associated with Removal of Uses within the Study Area

Land Use	Daily	AM		
		Total	In	Out
TRIP GENERATION RATES				
Commercial Office Building *(Trips per 1,000 sf)*	Ln(T) = 0.756 Ln(x) + 3.95	13%	90%	10%
Jail	2 trips per day per employee	50%	90%	10%
EXISTING ESTIMATED TRIPS TO REMAIN				
Commercial Office Building (1) *(removal of 45,000 sf)*	-923	-120	-108	-12
San Diego County Office Use within Existing Courthouse *(removal of 56,000 sf)*	-1,089	-141	-127	-13
Old Jail *(removal of 65 staff per day)*	-130	-65	-58	-7
TOTAL REMOVED TRIPS	**-2,142**	**-326**	**-293**	**-33**

(1) Source: City of San Diego Trip Generation Rates (2003) The daily trip generation rate is based on the equation provided in the City's Traffic Generation Manual. The number of trips (T) is a function of (x), which is number of units. In this case, the number of units is expressed in 1,000 sf.



1. Madge Bradley Family Court Building
2. Family Law Courthouse Building
3. Existing County Courthouse Building
4. Existing Bail Bond Building
5. Pay to Park Lot (181 spaces)

LEGEND:

- Project Site
- Courthouse to be relocated

NOT TO SCALE

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BUILDING LOCATIONS

EXHIBIT 5

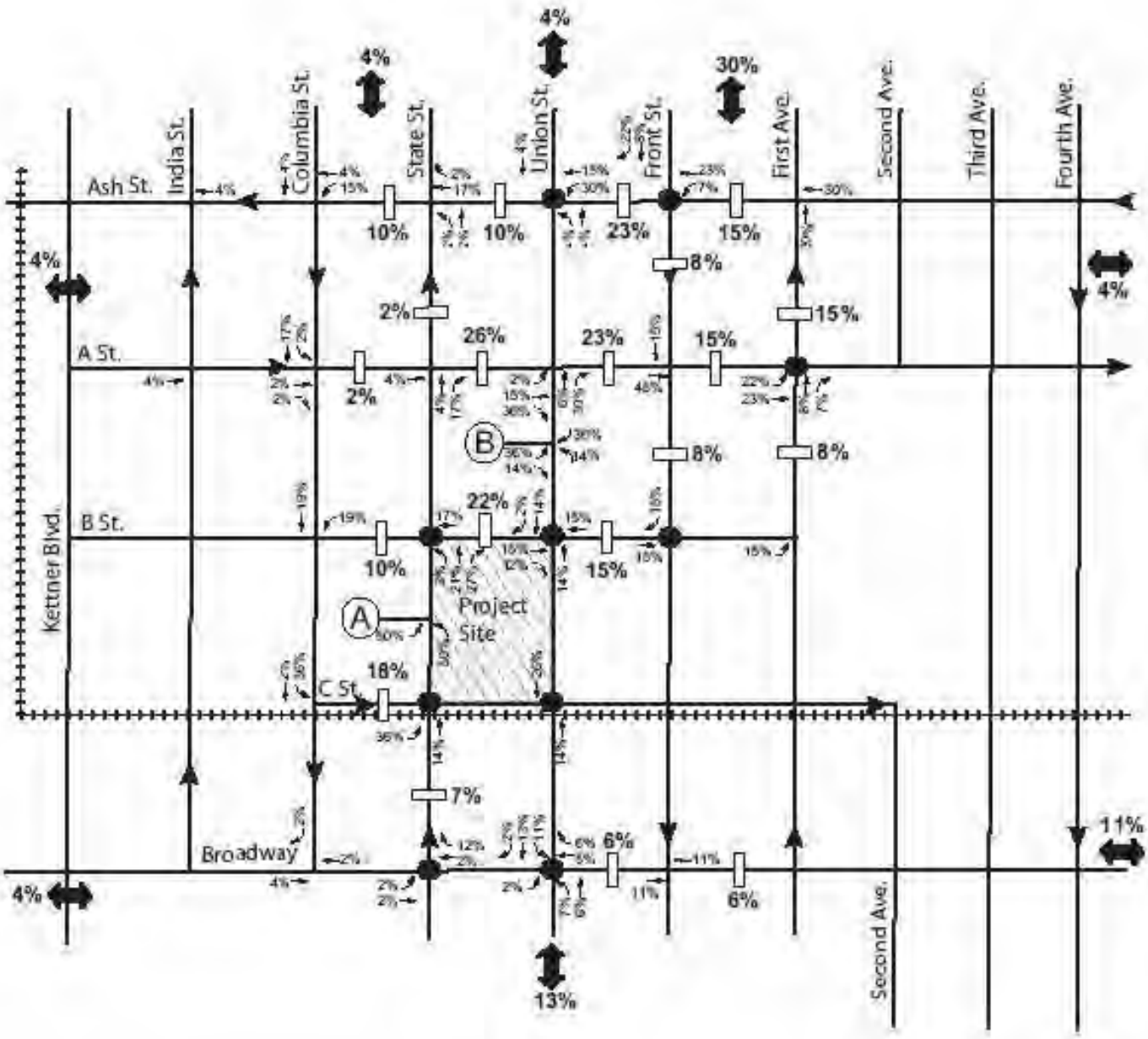
DISTRIBUTION OF NEW PROJECT TRIPS

Exhibit 6 shows distribution percentages used in this evaluation. The distribution percentages were applied to the new trips generated by the site and the reassignment of existing downtown trips associated with the Madge Bradley & Family Law Courthouses. The trip distribution accounts for limited, restricted parking will be provided onsite and all other vehicles parking in public parking facilities near the courthouse. Although multiple public parking facilities are available within three blocks of the site, the distribution of traffic assumes drivers are primarily use two parking lots closest to the building. This provides for an increased concentration in trips near the courthouse and may represent the circulation of traffic that occurs when drivers search for available public parking spaces.

TRIP ASSIGNMENT

The new or reassigned project volumes associated with the new courthouse are illustrated in Exhibit 7. Exhibits 8 through 11illustrate the individual distribution or redistribution of trips associated with each of the components of the project that make up the total trip assignment:

- New Trips to Downtown (relocation of one courtroom from Kearney Mesa & one new court room trip assignment) - Exhibit 8;
- Redistribution of Madge Bradley and Family Law Courtrooms – Exhibit 9;
- Removal of Existing Madge Bradley and Family Law Courtroom Trips – Exhibit 10; and
- Removal of Existing Trips Associated with the Old Jail, Existing Buildings on Proposed Site and Existing San Diego County Office Space within Existing Courthouse – Exhibit 11



LEGEND:

XX% ⟩ Percent Peak Hour Trips
XX% ▭ Percent Daily Trips
Ⓐ Parking Lot
Ⓑ Parking Lot

NOT TO SCALE

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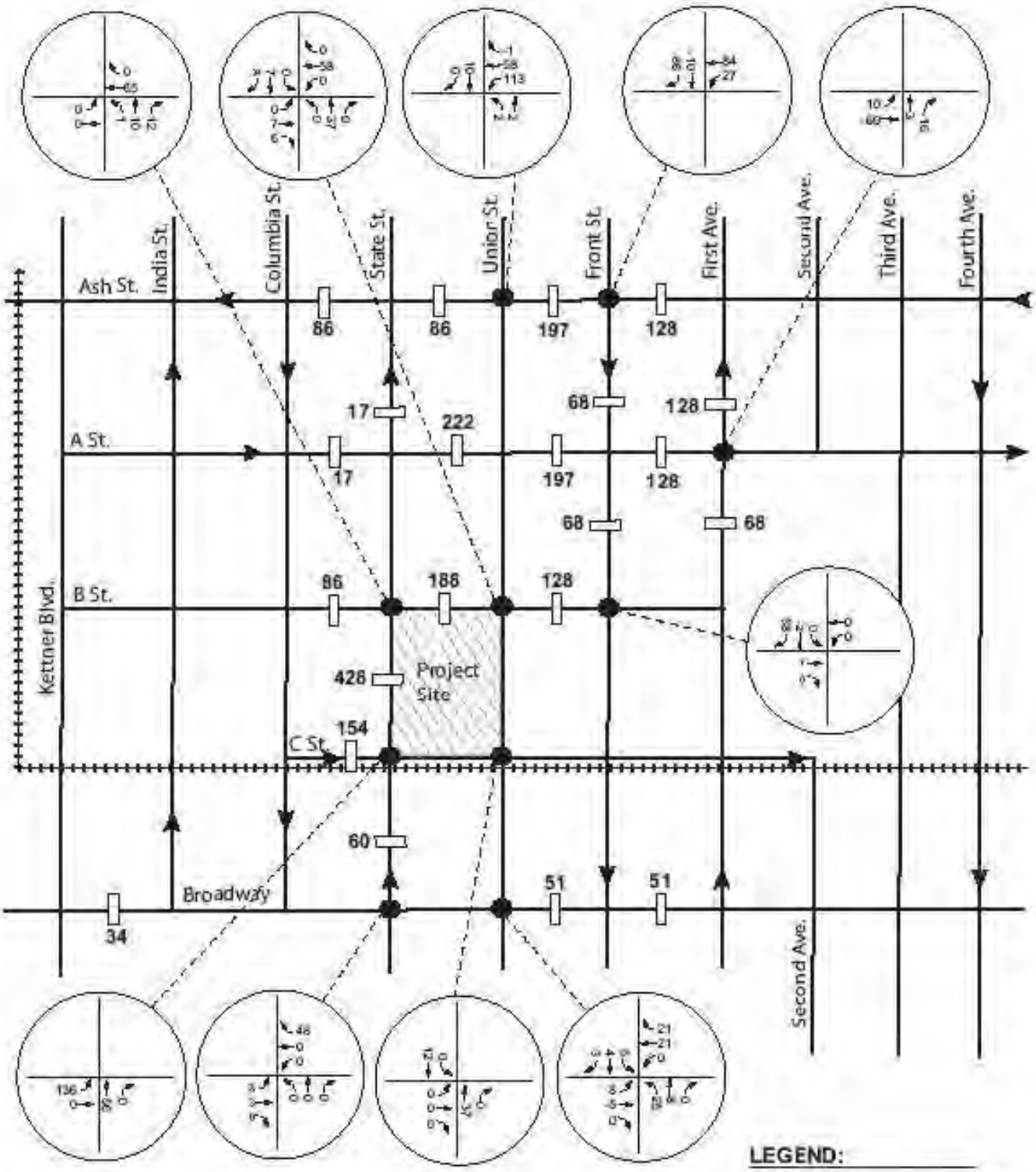
TRIP DISTRIBUTION PERCENTAGES

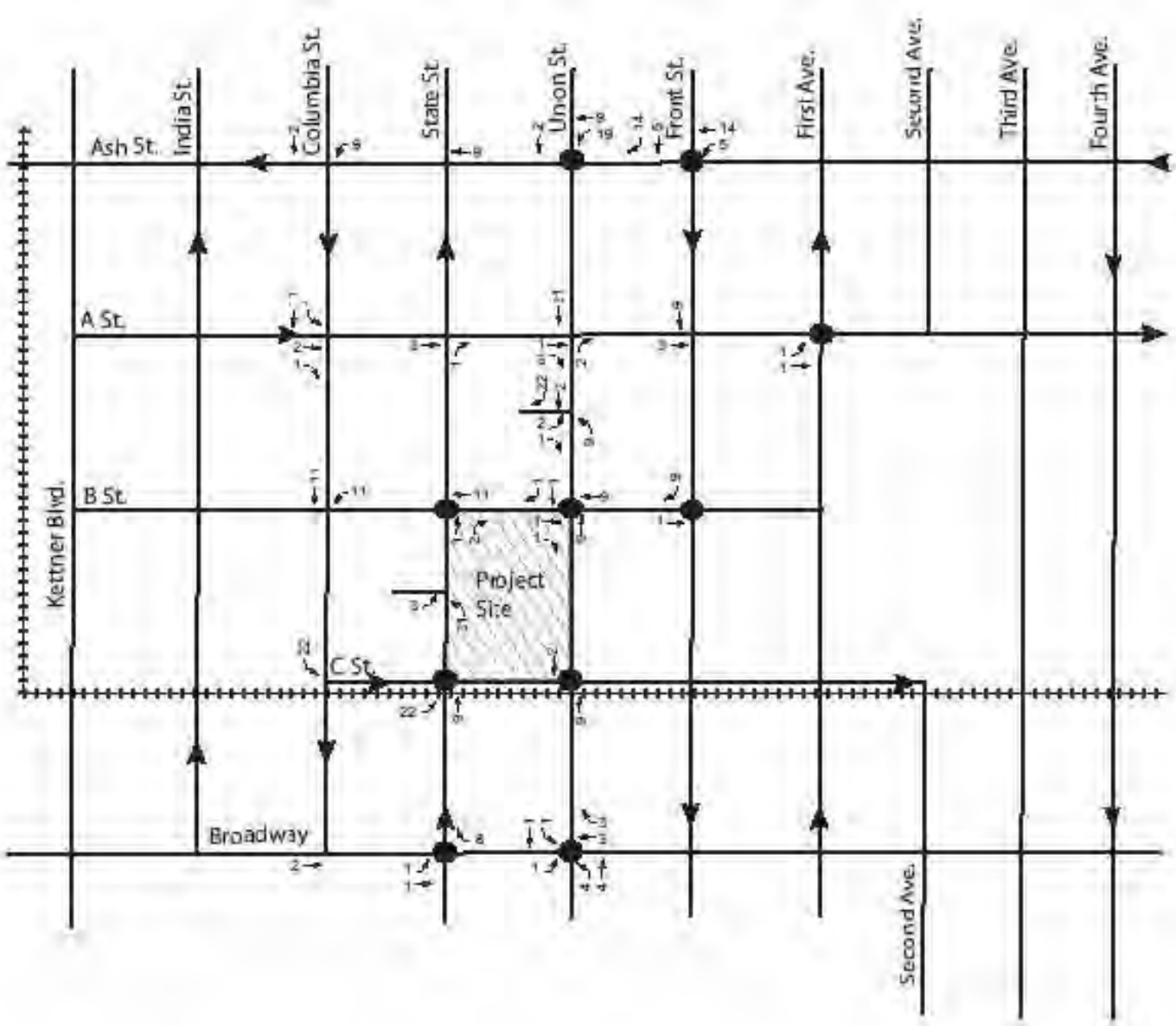
EXHIBIT 6



PROJECT TRIP ASSIGNMENT

EXHIBIT 7

25-104231.00' May 2010



LEGEND:

xx Number Peak Hour Trips

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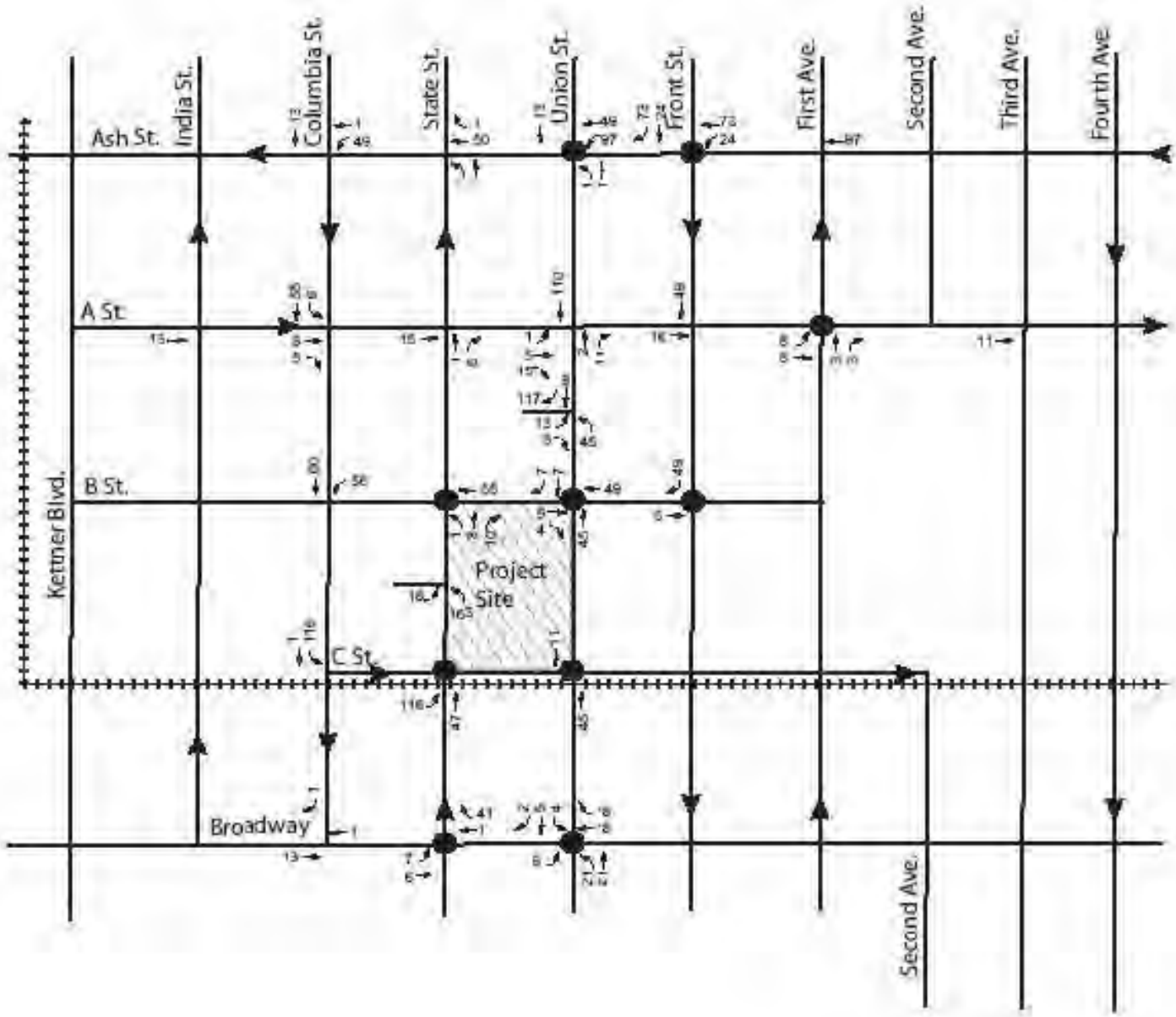
NEW TRIP ASSIGNMENT

EXHIBIT 8



LEGEND:

xx Number Peak Hour Trips

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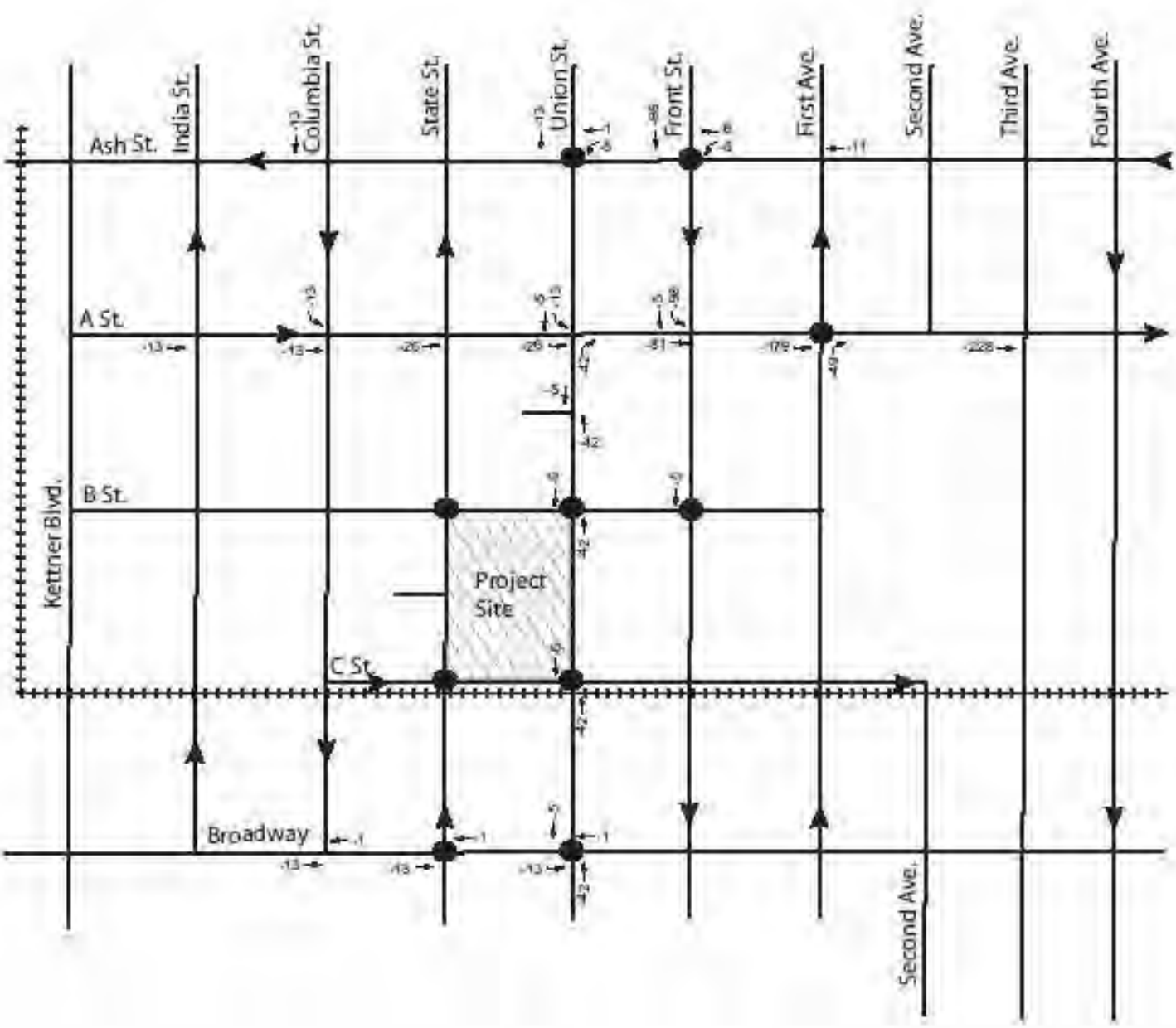
REDISTRIBUTED MADGE BRADLEY AND FAMILY LAW TRIPS

EXHIBIT 9



LEGEND:

XX Number Peak Hour Trips

NOT TO SCALE

REMOVAL OF MADGE BRADLEY AND FAMILY LAW TRIPS

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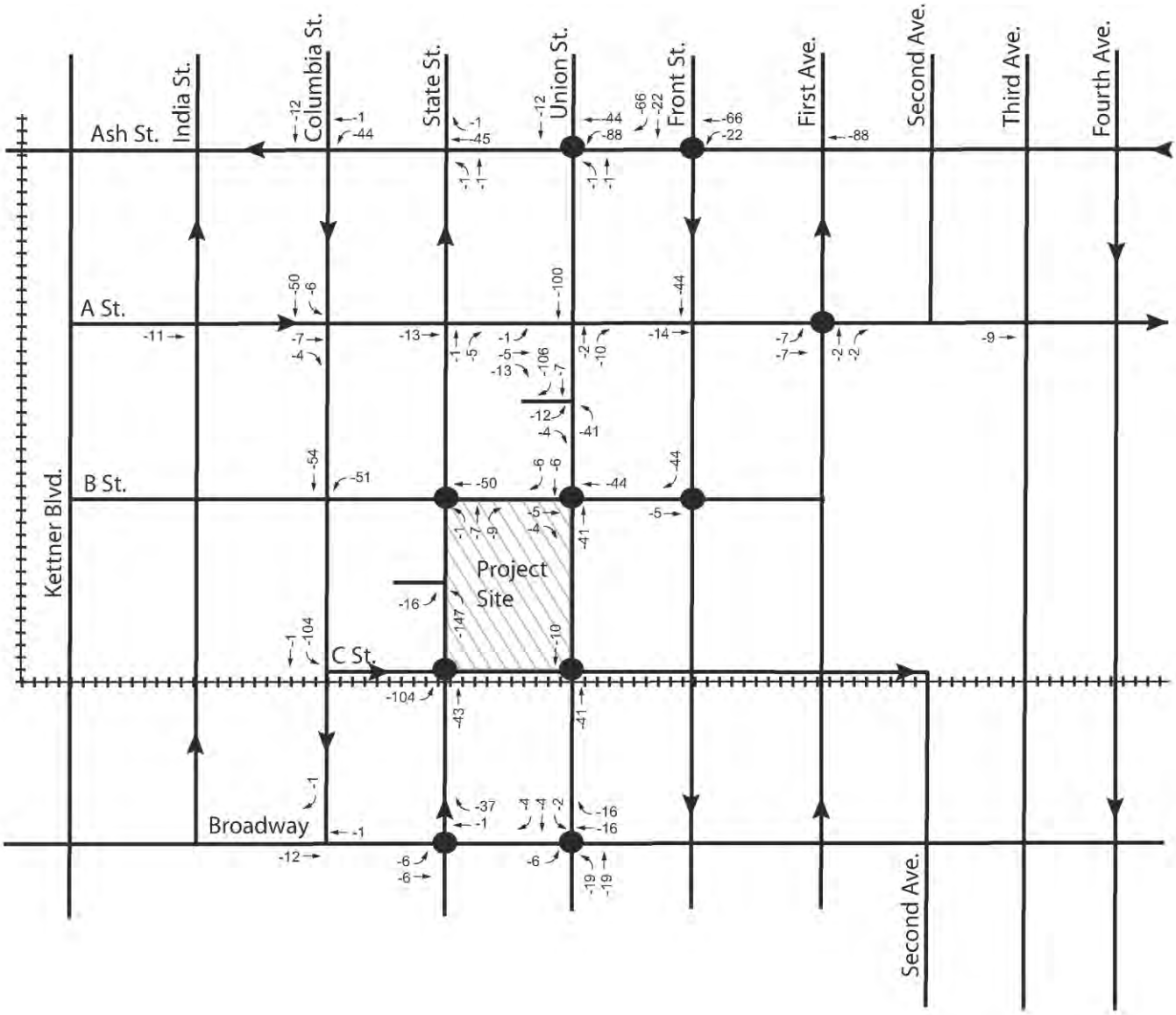
EXHIBIT 10



LEGEND:

xx Number Peak Hour Trips

NOT TO SCALE

REMOVAL OF OLD JAIL, SD COUNTY COURT USES WITHIN EXISTING COURTHOUSE AND EXISTING OFFICE BUILDINGS ON PROPOSED SITE

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EXHIBIT 11

EXISTING PLUS PROJECT CONDITIONS

Overlaying the trips identified in Exhibit 7 with the existing conditions traffic volumes provided the forecast a.m. peak traffic volumes with the proposed project. The Existing plus Project traffic volumes are illustrated in Exhibit 12.

The Existing plus Project traffic volumes were evaluated using existing conditions intersection geometry and traffic control. Tables 11 and 12 display results of the Highway Capacity Manual intersection operating conditions levels of service and roadway segment level of service analysis. As shown in Tables 11 and 12, all intersections and roadway segments are forecast to operate at an acceptable level of service. Detailed LOS worksheets are in Appendix C.

Table 11: Existing Plus Project Conditions Intersection LOS – AM Peak

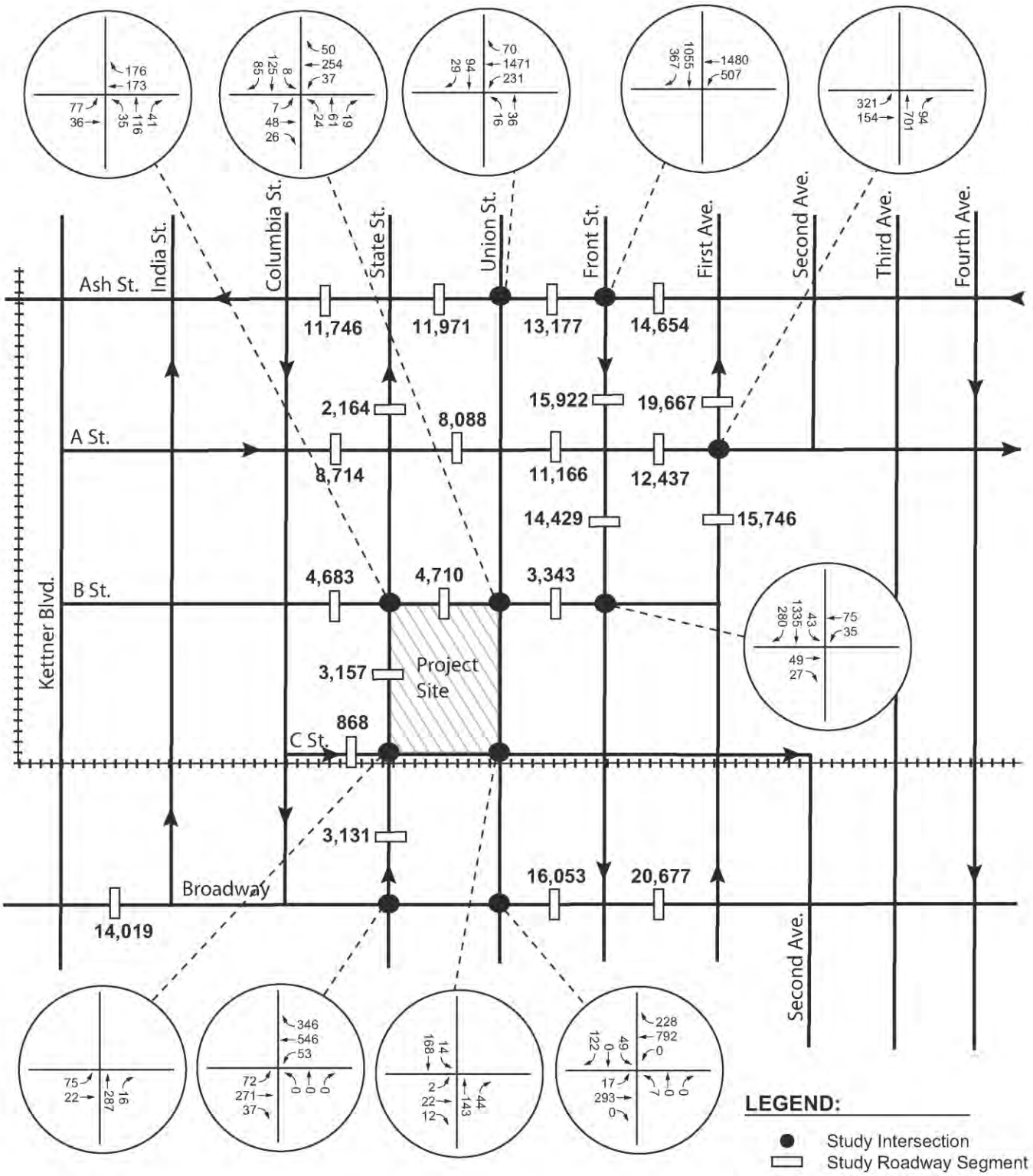
Study Intersection	Control	Existing No Project		Existing Plus Project		Change in AM Peak Hour Delay
		Delay - LOS		Delay - LOS		
Ash Street / Union Street	S	6.2	A	5.8	A	-0.4
Ash Street / Front Street	S	19.9	B	19.6	B	-0.3
First Avenue / A Street	S	17.2	B	18.2	B	1.0
B Street / State Street	U	9.3	A	9.4	A	0.1
B Street / Union Street	U	10.3	B	10.3	B	0.0
B Street / Front Street	S	6.1	A	6.1	A	0.0
C Street / State Street	U	10.9	B	12.1	B	1.2
C Street / Union Street	U	10.5	B	10.4	B	-0.1
Broadway / State Street	S	0.0	A	0.0	A	0.0
Broadway / Union Street	S	8.5	A	8.7	A	0.2

Note: Deficient intersection operation shown in **bold**;
Control: S= signalized , U= unsignalized

Table 12: Existing Plus Project Roadway ADT Volumes and LOS

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing V/C	Existing Plus Project			Change in V/C
					ADT	V/C	LOS	
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	0.47	11,746	0.47	B	0.00
	State Street to Union Street	Major one-way (3)	25,000	0.48	11,971	0.48	B	0.01
	Union Street to Front Street	Major one-way (3)	25,000	0.54	13,177	0.53	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	0.59	14,654	0.59	C	0.01
A Street	Columbia Street to State St.	Major one-way (3)	25,000	0.35	8,714	0.35	A	0.00
	State Street to Union Street	Major one-way (3)	25,000	0.34	8,088	0.32	A	-0.02
	Union Street to Front Street	Major one-way (3)	25,000	0.46	11,166	0.45	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	0.51	12,437	0.50	B	-0.01
B Street	Columbia Street to State St.	Local (2)	8,000	0.60	4,683	0.59	C	-0.01
	State Street to Union Street	Local (2)	8,000	0.62	4,710	0.59	C	-0.03
	Union Street to Front Street	Local (2)	8,000	0.44	3,343	0.42	B	-0.02
C Street	Columbia Street to State St.	Local one-way (2)	8,000	0.14	868	0.11	A	-0.03
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	0.47	14,019	0.47	C	0.00
	Union Street to Front Street	Collector (4)	30,000	0.54	16,053	0.54	C	0.00
	Front Street to First Avenue	Collector (4)	30,000	0.69	20,677	0.69	D	0.00
State Street	Ash Street to A Street	Local one-way (3)	10,000	0.22	2,164	0.22	A	0.00
	B Street to C Street	Local one-way (3)	10,000	0.38	3,157	0.32	A	-0.06
	C Street to Broadway	Local one-way (3)	10,000	0.32	3,131	0.31	A	-0.01
Front Street	Ash Street to A Street	Major one-way (3)	25,000	0.64	15,922	0.64	C	0.00
	A Street to B Street	Major one-way (3)	25,000	0.58	14,429	0.58	C	0.00
1st Avenue	Ash Street to A Street	Major one-way (3)	25,000	0.79	19,667	0.79	C	0.00
	A Street to B Street	Major one-way (3)	25,000	0.63	15,746	0.63	C	0.00

Note: Deficient roadway segment operation shown in **bold**.



EXISTING PLUS PROJECT CONDITIONS

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EXHIBIT 12

CUMULATIVE PROJECTS

Cumulative conditions evaluate the traffic operations at project opening year. To complete this analysis, a list of projects that are approved or are pending approval and are anticipated to be occupied by project opening Year 2016 according to CCDC's Downtown Community Plan. After discussing the project's with CCDC's Staff, it was determined that the development of many of the projects were uncertain, but were accounted for in the recent update in the Downtown Community Plan long range forecast (year 2030). Therefore, the year 2016 traffic volumes were determined using an annualized growth rate factor. An annual growth rate factor of approximately two percent (2%) per year was calculated based on the forecast change in volume from 2010 (existing conditions) to 2030 (buildout of future project in downtown San Diego). Cumulative a.m. peak hour and ADT volumes through year 2016 are presented in Exhibit 13.

Reuse of Madge Bradley Courthouse and Family Law Courthouse as Office Space

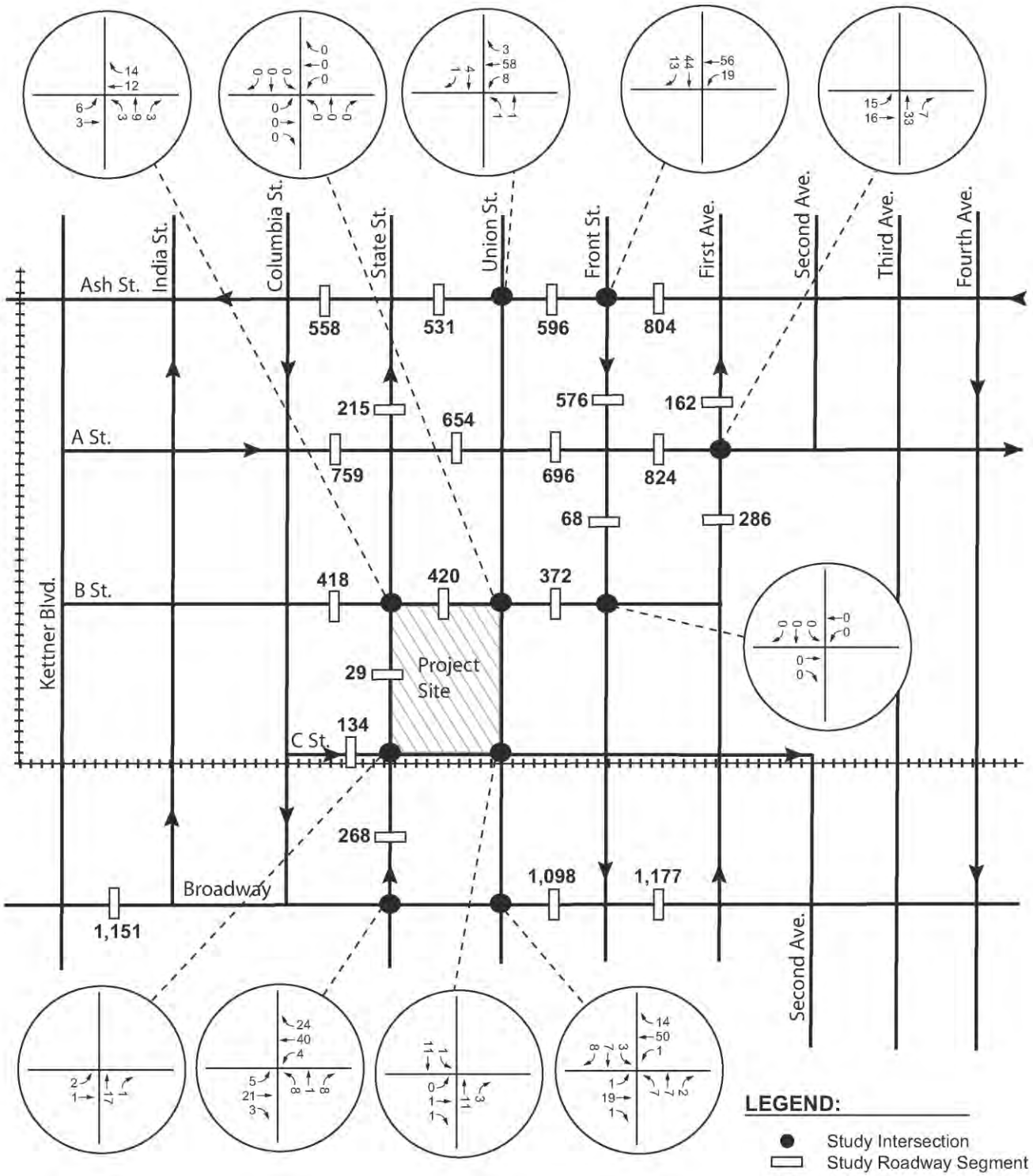
The removal of the Madge Bradley and Family Law Courtrooms from its existing site will create an opening for re-use of the vacated office space use. This scenario will create additional trips on the roadway network. Table 13 summarizes the comparison of the existing court room use and the proposed office use. As shown in Table 13, the conversion from courtroom to office building will generate fewer a.m. peak hour trips and a greater number of p.m. peak hour trips when compared to the existing use.

New trips associated with the reuse of the Madge Bradley and Family Law Courtrooms as an office is shown in Exhibit 14. The 1,685 trips per day associated with the conversion of the Madge Bradley Courthouse and Family Law Courthouse to office space is accounted for in the Existing plus Cumulative plus Project Conditions.

Table 13: Comparison of Court Room Trip Generation with Office Space Trip Generation Madge & Family Court Room Relocation

Land Use	Daily	AM			PM		
		Total	In	Out	Total	In	Out
Trip Generation Rates [1]							
Office Building[1] *(trips per 1,000 sf)*	Ln(T) = 0.756 Ln(x) + 3.95	13%	90%	10%	14%	20%	80%
Forecast New Office Related Trips [2]							
Office Space *100,000 sf Office Space*	1,685 trips per day	219	197	22	236	47	189
Net Change in Trips	+964 trips per day	-142	-128	-14	+236	+47	+189

(1) Source: City of San Diego Trip Generation Rates (2003)
(2) Source: Trip generation reported for County of San Diego Courthouse & San Jose Family Resources



CUMULATIVE PROJECT TRIPS

EXHIBIT 13

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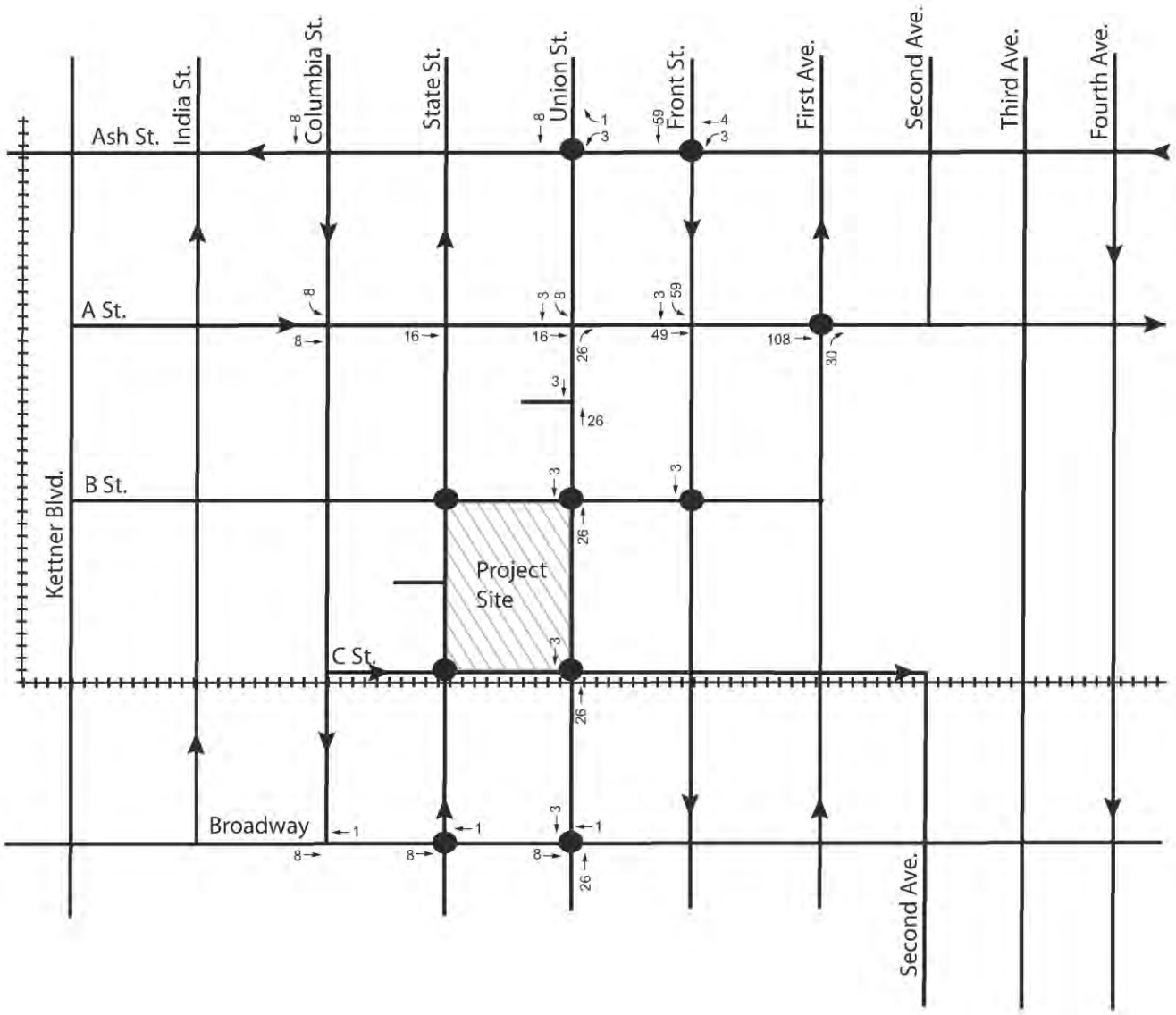

LEGEND:

XX Number Peak Hour Trips

NOT TO SCALE

TRIPS ASSOCIATED WITH REUSE OF MADGE BRADLEY AND FAMILY LAW AS OFFICE

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EXHIBIT 14

CUMULATIVE CONDITIONS

To establish the baseline Year 2016 conditions, the growth rate factor was applied to the existing traffic volumes. Exhibit 15 displays existing plus Cumulative a.m. peak hour and average daily traffic volumes. Using these volumes and existing intersection geometry and traffic control, Year 2016 baseline conditions were evaluated. Tables 14 and 15 show the results of the intersection and roadway segment operational analysis, respectively.

Project traffic was then added to the baseline 2016 volumes to evaluate the impacts in the project opening year. Existing Plus Cumulative Plus Project conditions are illustrated in Exhibit 16. As shown in Tables 14 and 15, all intersections and roadway segments are forecast to operate at an acceptable level of service by Year 2016. Cumulative conditions level of service worksheets are provided in Appendix E.

Table 14: Cumulative Conditions
Intersection LOS AM Peak Hour

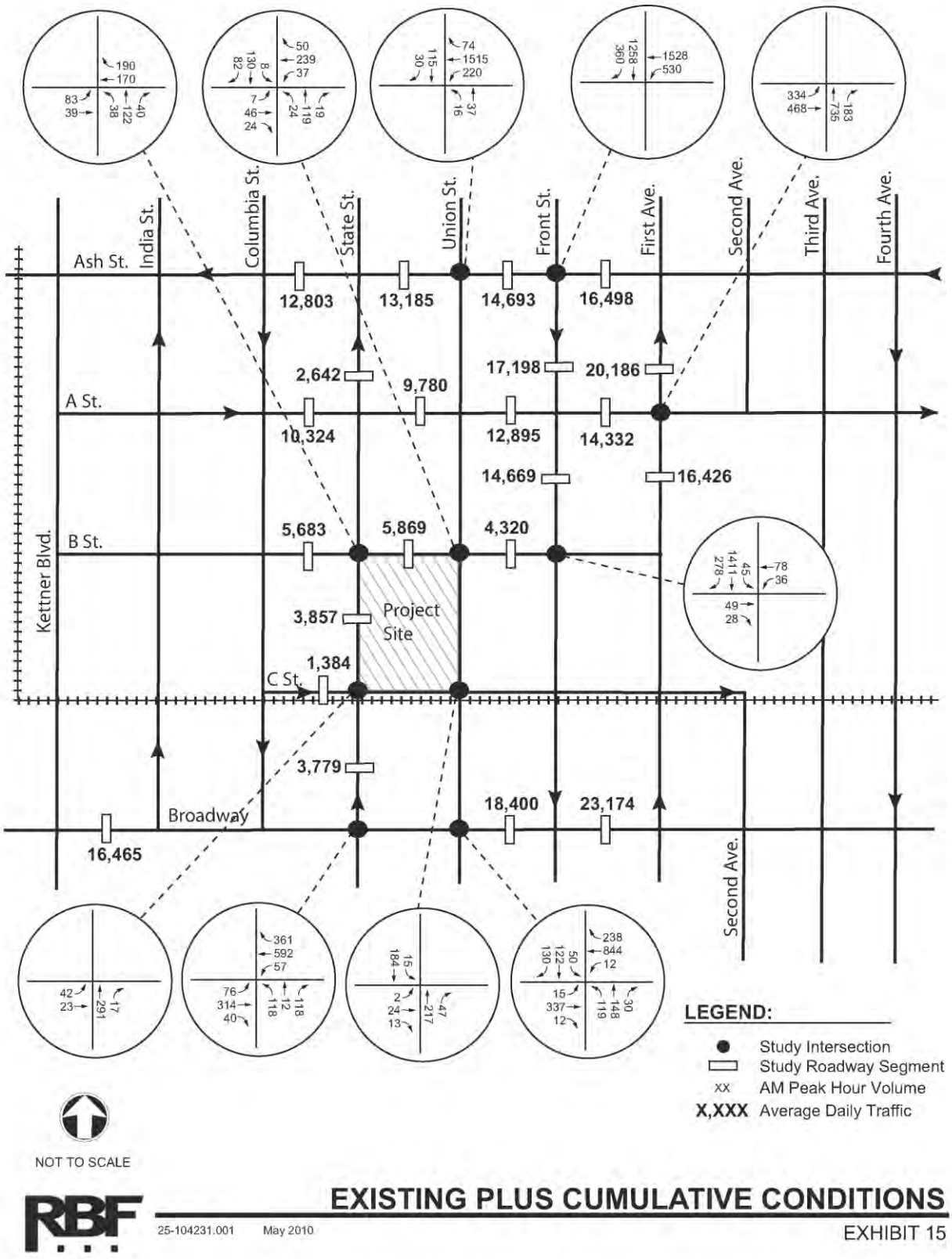
Study Intersection	Control	No Project		With Project		Change in Delay
		AM Peak Hour Delay - LOS		AM Peak Hour Delay - LOS		AM Peak Hour
Ash Street / Union Street	S	6.3	A	6.6	A	0.3
Ash Street / Front Street	S	20.4	C	20.6	C	0.2
First Avenue / A Street	S	17.3	B	17.1	B	-0.2
B Street / State Street	U	9.6	A	9.6	A	0.0
B Street / Union Street	U	10.3	B	10.5	B	0.2
B Street / Front Street	S	6.2	A	6.2	A	0.0
C Street / State Street	U	11.1	B	11.1	B	0.0
C Street / Union Street	U	10.6	B	10.7	B	0.1
Broadway / State Street	S	11.6	B	11.6	B	0.0
Broadway / Union Street	S	15.8	B	16.3	B	0.5

Note: Deficient intersection operation shown in **bold** Control: S= signalized , U= unsignalized

Table 15: Cumulative Conditions
Roadway ADT Volumes and LOS

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing Plus Cumulative ADT	Existing Plus Cumulative Plus Project			Change in V/C
					ADT	V/C	LOS	
Ash Street	Columbia Street to State St.	Major one-way (3)	25,000	12,803	12,674	0.51	B	-0.01
	State Street to Union Street	Major one-way (3)	25,000	13,185	13,056	0.52	B	-0.01
	Union Street to Front Street	Major one-way (3)	25,000	14,693	14,397	0.58	C	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	16,498	16,304	0.65	C	-0.01
A Street	Columbia Street to State St.	Major one-way (3)	25,000	10,324	10,298	0.41	B	0.00
	State Street to Union Street	Major one-way (3)	25,000	9,780	9,446	0.38	A	-0.01
	Union Street to Front Street	Major one-way (3)	25,000	12,895	12,599	0.50	B	-0.01
	Front Street to First Avenue	Major one-way (3)	25,000	14,332	14,139	0.57	C	-0.01
B Street	Columbia Street to State St.	Local (2)	8,000	5,683	5,555	0.69	D	-0.02
	State Street to Union Street	Local (2)	8,000	5,869	5,586	0.70	D	-0.04
	Union Street to Front Street	Local (2)	8,000	4,320	4,127	0.52	C	-0.02
C Street	Columbia Street to State St.	Local one-way (2)	8,000	1,384	1,152	0.14	A	-0.03
Broadway	Kettner Blvd. to India Street	Collector (4)	30,000	16,465	16,414	0.55	C	0.00
	Union Street to Front Street	Collector (4)	30,000	18,400	18,323	0.61	C	0.00
	Front Street to First Avenue	Collector (4)	30,000	23,174	23,097	0.77	D	0.00
State Street	Ash Street to A Street	Local one-way (3)	10,000	2,642	2,616	0.26	A	0.00
	B Street to C Street	Local one-way (3)	10,000	3,857	3,214	0.32	A	-0.06
	C Street to Broadway	Local one-way (3)	10,000	3,779	3,689	0.37	A	-0.01
Front Street	Ash Street to A Street	Major one-way (3)	25,000	17,198	17,095	0.68	C	0.00
	A Street to B Street	Major one-way (3)	25,000	14,669	14,566	0.58	C	0.00
1st Avenue	Ash Street to A Street	Major one-way (3)	25,000	20,186	19,993	0.80	C	-0.01
	A Street to B Street	Major one-way (3)	25,000	16,426	16,323	0.65	D	0.00

Note: Deficient roadway segment operation shown in **bold**.



EXISTING PLUS CUMULATIVE CONDITIONS

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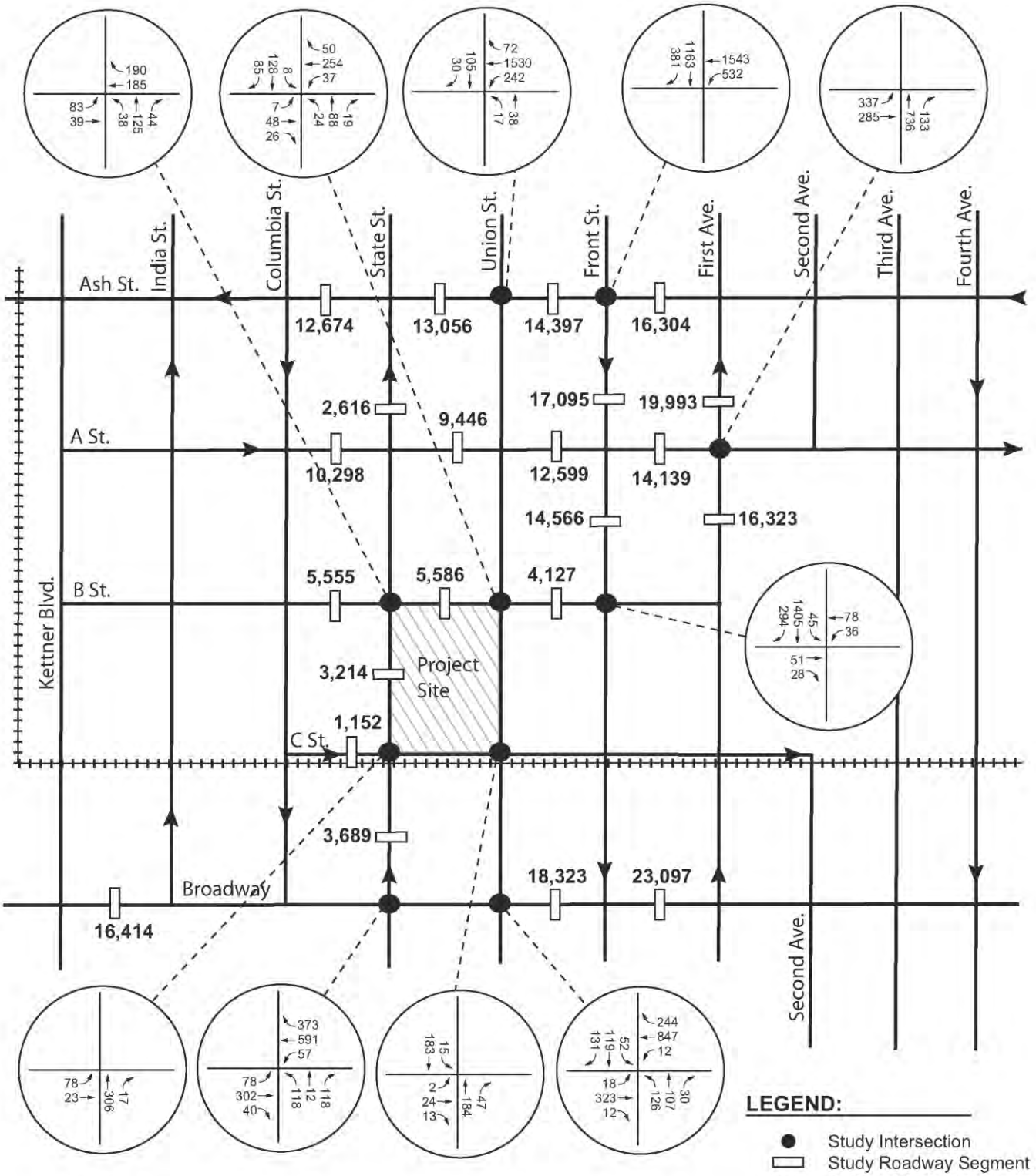
EXHIBIT 15



EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

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EXHIBIT 16

PARKING

The Superior Court will vacate use of 66 parking spaces on the County-owned block between State Street, A Street, Union Street, and B Street and one space in the County Courthouse, and the new courthouse will provide approximately 110 secured underground parking spaces for judges and court staff. The new courthouse's parking capacity eliminates part of the parking demand associated with the Superior Court's consolidation of its Madge Bradley and Family Law operations, the Kearney Mesa courtroom, and the new courtroom.

To determine the existing available parking around the project, an inventory of available public parking near the proposed courthouse site was conducted. The inventory revealed that there are more than 2,620 public parking spaces within a three block radius of the proposed project site. The parking spaces are in surface parking lots (874 spaces) and public parking structures (1,746 spaces).

Although the parking lots are currently shared by other uses downtown, a survey of the 15 surface parking lots in closest proximity to the project site demonstrates that the existing parking lots are not fully occupied and sufficient parking is available to serve the proposed project.

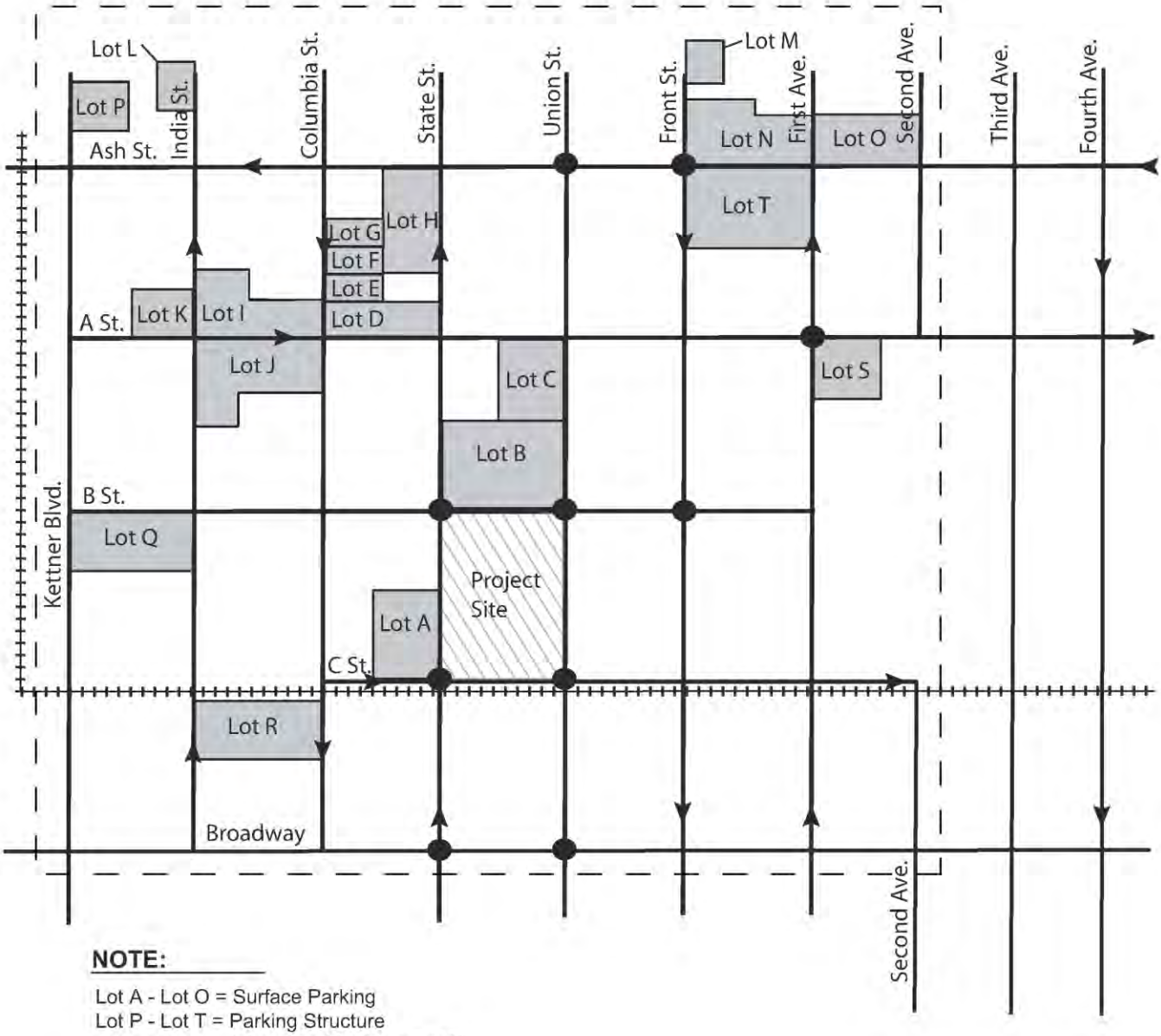
Table 16 summarizes the results of a survey of existing available parking in surface parking lots within three blocks of the project site. The survey was conducted from 7:30 to 9:30 a.m. on March 24, 2010 specifically for this project. As shown in Table 16, the 15 surface parking lots inventoried account for 874 parking spaces. Exhibit 16 illustrates the location of the surface parking lots surveyed for this project. The proposed courthouse site currently provides 181 parking spaces.

Most courts require that jurors and staff report prior to 9:00 a.m. At 8:30 a.m., when a large portion of trips would arrive to the courts, approximately 395 spaces were observed to be unoccupied (45%).

Table 16: Occupancy Survey - Surface Parking Lots in Immediate Vicinity of Project Site

Parking Lot	Total Spaces	Observed Unoccupied Spaces					% Available at 8:30 AM
		7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	
A	61	7	8	1	6	3	1.6%
B	163	111	85	77	60	53	47.2%
C	49	42	32	28	23	18	57.1%
D	45	22	17	6	0	1	13.3%
E	17	16	15	14	10	7	82.4%
F	22	20	16	15	15	11	68.2%
G	19	11	13	12	9	8	63.2%
H	68	36	30	22	20	15	32.4%
I	58	34	26	13	13	14	22.4%
J	88	72	62	51	43	30	58.0%
K	40	32	28	20	20	16	50.0%
L	28	20	17	14	11	9	50.0%
M	34	26	21	18	15	11	52.9%
N	94	64	49	44	28	19	46.8%
O	88	80	67	60	50	43	68.2%
TOTAL	**874**	**593**	**486**	**395**	**323**	**258**	**45.2%**

Note: See Exhibit 16 for parking lot locations.



NOTE:

Lot A - Lot O = Surface Parking
Lot P - Lot T = Parking Structure
(above and below ground)

LEGEND:

— — — Boundary of 3 block study area

NOT TO SCALE

RBF

EXISTING PARKING LOT LOCATIONS

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EXHIBIT 17

The trip generation analysis showed 385 new inbound a.m. peak period trips associated with the project. This accounts for the one new courtroom, relocation of Madge Bradley and Family Law and the relocation of the Kearney Mesa courtroom. For this analysis it is assumed that 15 of these trips are associated with judges or key personnel who will park on site in the available 60 spaces. Therefore, the a.m. peak period demand for off-site parking is 370 vehicles.

The existing available surface parking lots would have sufficient capacity to accommodate the additional parking demand for the project. Additional parking would also be available in the surrounding parking structures and in parking lots outside the three block radius. Therefore, sufficient parking capacity is available to serve this site.

As stated previously, the existing building and existing public parking lot located on the proposed project site will be demolished with the construction of the new courthouse. With the removal of these uses, both parking demand and parking supply will be reduced. The existing 181 space public parking lot will be removed from the existing available inventory in downtown San Diego. With this understanding, the public parking lot contained on the site was not included in the evaluation of available parking capacity with the proposed project.

The existing uses on the site (45,000 sf of office space) generate a demand for parking that will be eliminated when the courthouse is constructed. During the survey period, approximately 125 of the 181 parking spaces were occupied within this lot. Observations showed that this lot is used by both visitors of the existing buildings and by those who park and walk to other destinations downtown. In addition, removal of the Old Jail and the San Diego County office uses within the existing Courthouse will reduce the demand for parking around the project site. According to the trip generation forecast for the a.m. peak period, 326 trips during the a.m. peak period would be removed. It is reasonable to assume that this demand for parking would also be removed during the a.m. peak period when parking demand for the courthouse peaks.

As stated previously, there are more than 2,620 parking spaces located in downtown within three blocks of the proposed project site (not including the existing parking lot on the property). The survey showed that nearly half of these parking spaces in both surface lots and parking structures were available during the survey period from 7:30 to 9:30 a.m. Clearly the 326 a.m. peak period trips removed from the network exceeds the number of spaces removed (181) with the site.

CONCLUSION

This study analyzes the forecast traffic impact of the proposed San Diego County Courthouse project in the downtown area of the City of San Diego. The proposed location is bound by B Street to the north, C Street to the south, State Street to the east, and Union Street to the west. An office building and a public parking lot currently occupy the site.

The proposed project will include 71 courtrooms. Of the 71 courtrooms, 59 will relocate from the existing courthouse immediately east of the proposed project site. Ten of the 71 courtrooms will relocate from the Madge Bradley and Family Law Courthouse several blocks northeast of the proposed courthouse site. One courtroom will be relocate from Kearney Mesa, and the AOC will add one new court room. Sixty of the 71 court rooms will provide space for jury trials, while the remaining courtrooms will serve probate, small claims, and family court and will not have a jury call. Only two of the courtrooms, the new courtroom and the relocated courtroom from Kearney Mesa, will generate new trips to downtown San Diego.

Construction of the new building will displace one set of existing office buildings and a public parking lot (181 spaces). The removal of these buildings will reduce the parking demand traffic in the study area.

After the completion of the new courthouse, the courts will vacate all existing facilities. The AOC will demolish the existing County Courthouse and Old Jail. The AOC currently has no plans to redevelop the existing County Courthouse site.

The proposed project will generate approximately 134 new trips per day. Another 721 trips per day will be redistributed through downtown to account for the relocation of the Madge Bradley and Family Law courthouses. During the a.m. peak period, 385 new trips per day will be added to the roadway network in the vicinity of the proposed project site.

In addition to evaluating traffic operating conditions, this report also discusses the project parking demands. The Superior Court will vacate use of 66 parking spaces on the County-owned block between State Street, A Street, Union Street, and B Street and one space in the County Courthouse, and the new courthouse will provide approximately 110 secured underground parking spaces for judges and court staff. The new courthouse's parking capacity eliminates part of the parking demand associated with the Superior Court's consolidation of its Madge Bradley and Family Law operations, the Kearney Mesa courtroom, and the new courtroom. All others will be required to park off site in the existing surface parking lots, public parking structures or on the street. In

addition to the existing offsite demand, a total of 370 parking spaces will be needed to serve the new courthouse.

Analysts calculated project-generated trips based on rates established for similar facilities. Courtroom trip rates were categorized in to jury and non-jury trials. The forecast project-generated trips were assigned to the roadway network and added to the existing a.m. peak hour and daily volumes to determine the short-term project impacts. The addition of the forecast project-generated trips to the existing conditions does not result in a change in LOS from acceptable to deficient at any study intersection or along any study roadway segment. Therefore, no significant impacts are forecast for any study intersections under Existing Plus Project conditions.

The project is forecast to open in the year 2013. To evaluate traffic operations for the project opening year, a growth rate factor was applied to all intersections and roadway segments. Growth rate factors were calculated based on forecast year 2030 volumes prepared for the Downtown Community Plan Update. This cumulative condition was evaluated with and without the proposed project.

Based on City of San Diego significant impact thresholds, no direct project impacts are identified for Existing or Cumulative conditions. Therefore, no mitigation is required.

The project will provide 60 on-site parking spaces. These spaces will be restricted to judges and key court staff. All other vehicles will be required to park off-site in public parking lots. An inventory of available public surface parking lots revealed that there are 874 parking spaces within a three block radius of the project site. A field occupancy survey conducted in March 2010 revealed that at 8:30 a.m., when the peak demand for parking for the courts would be occur, approximately 45% of the total surface parking spaces were unoccupied. The project would have a need for 370 parking spaces. Clearly this demand could be met by the surface parking spaces alone, with 395 parking spaces available at 8:30 a.m. However, there are over 1,700 public parking spaces available in parking structures near the project site. The demand for parking for the courthouse would be met both in the existing parking structures and parking lots. Therefore, there is sufficient parking within the three block radius to meet the parking demands of the courthouse.

Although the project will remove 181 parking spaces that currently exist on the proposed site, the project will also reduce the demand for parking. According to the trip generation analysis, the removal trips associated with the demolition of the existing courthouse and the demolition of the existing office buildings on the proposed site will result in a decline in parking demand by as much as 326 vehicles. Therefore, the removal of the parking lot will not negatively impact the parking supply in the project vicinity.

APPENDIX A

Existing Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: Ash St DAY: THURSDAY PROJECT# 10-4107-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	3	0	
7:30 AM	3	4			11	3				62	306	13	402
7:45 AM	1	9			21	9				56	364	20	480
8:00 AM	4	8			32	8				56	343	15	466
8:15 AM	5	5			21	1				52	373	20	477
8:30 AM	5	13			28	11				43	364	15	479
8:45 AM	2	5			31	11				40	329	8	426
9:00 AM	7	10			13	5				29	266	12	342
9:15 AM	5	9			14	7				27	249	10	321
TOTAL VOLUMES =	NL 32	NT 63	NR 0	SL 0	ST 171	SR 55	EL 0	ET 0	ER 0	WL 365	WT 2594	WR 113	TOTAL 3393

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	15	35	0	0	102	29	0	0	0	207	1444	70	1902
PEAK HR. FACTOR:		0.694			0.819			0.000			0.967		0.991

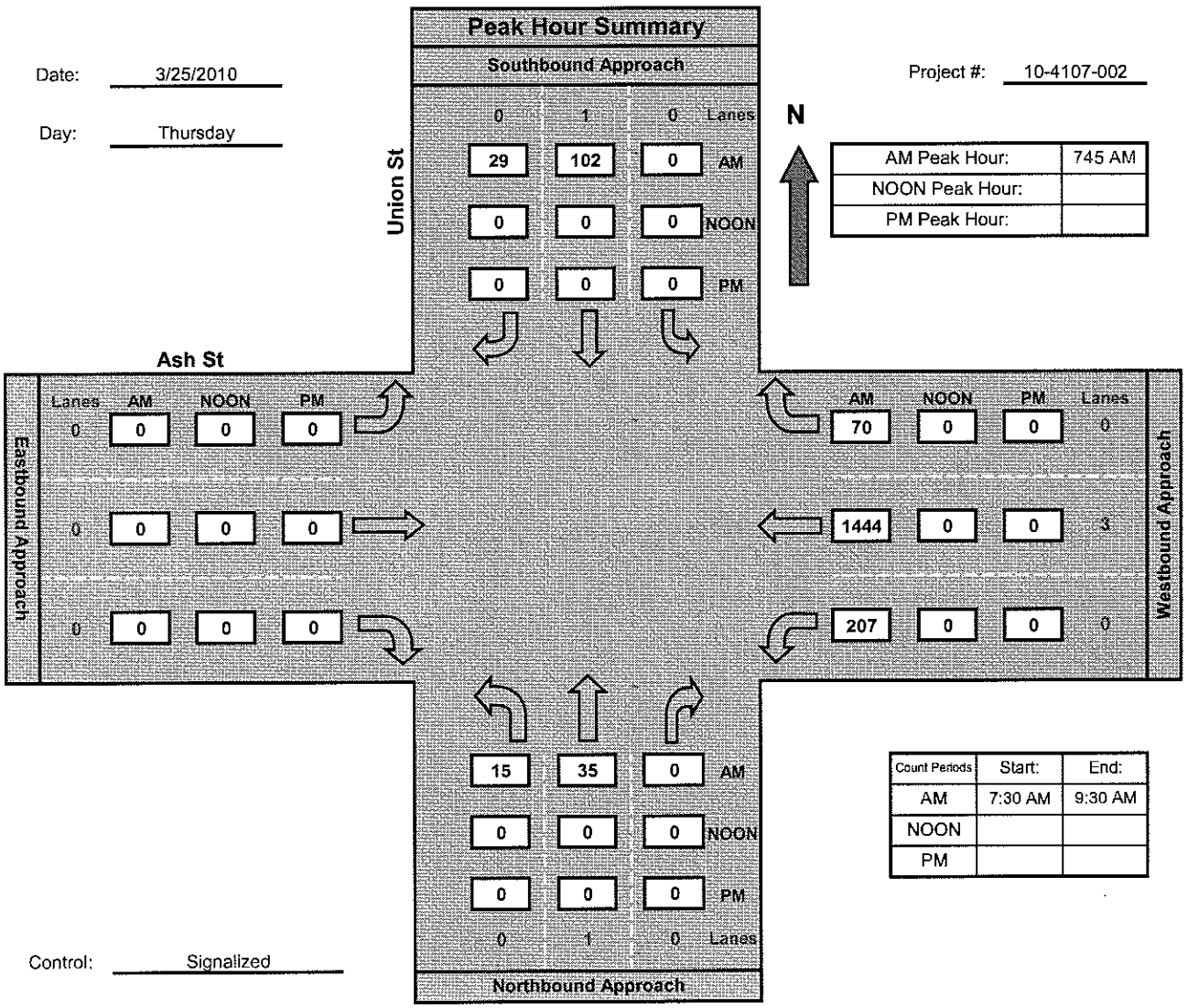
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Union St and Ash St , City of San Diego



Date: 3/25/2010

Day: Thursday

Project #: 10-4107-002

AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Front St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: Ash St DAY: THURSDAY PROJECT# 10-4107-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	3	0	0	0	0	1.5	2.5	0	
7:30 AM					248	66				100	317		731
7:45 AM					285	99				101	362		847
8:00 AM					264	77				120	341		802
8:15 AM					289	81				135	362		867
8:30 AM					264	75				129	339		807
8:45 AM					255	69				109	290		723
9:00 AM					218	68				90	222		598
9:15 AM					197	67				78	201		543
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 2020	SR 602	EL 0	ET 0	ER 0	WL 862	WT 2434	WR 0	TOTAL 5918

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	0	1102	332	0	0	0	485	1404	0	3323
PEAK HR. FACTOR:		0.000			0.934			0.000			0.950		0.958

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

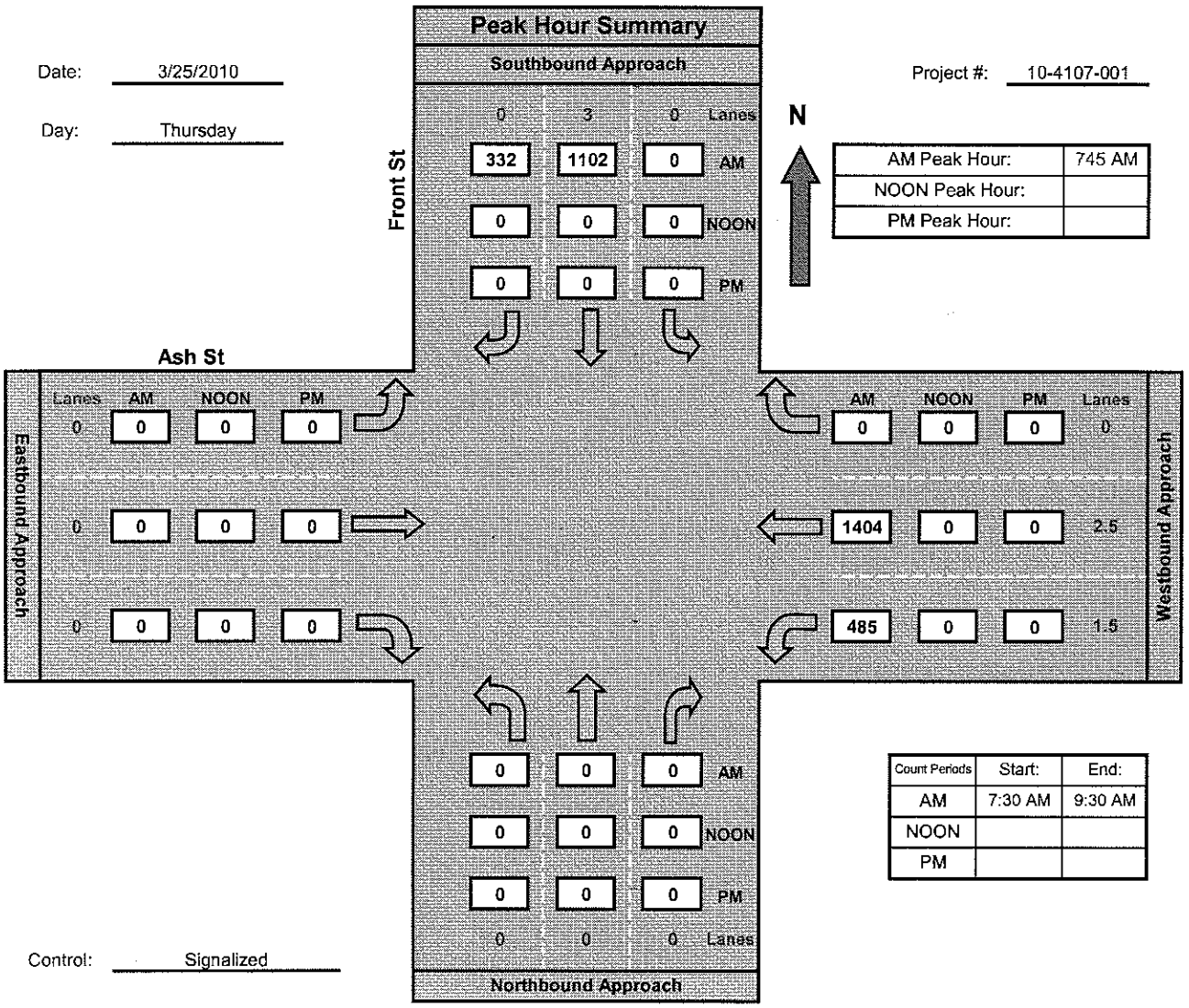
National Data & Surveying Services

Front St and Ash St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-001



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 1st Ave | DATE: 03/25/2010 | LOCATION: City of San Diego

E-W STREET: A St | DAY: THURSDAY | PROJECT# 10-4107-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	0	0	0	3	0	0	0	0	
7:30 AM		178	25				64	73					340
7:45 AM		163	23				60	83					329
8:00 AM		179	37				76	68					360
8:15 AM		166	33				68	95					362
8:30 AM		180	30				77	71					358
8:45 AM		163	41				77	58					339
9:00 AM		160	34				82	99					375
9:15 AM		141	42				56	82					321
TOTAL VOLUMES =	NL 0	NT 1330	NR 265	SL 0	ST 0	SR 0	EL 560	ET 629	ER 0	WL 0	WT 0	WR 0	TOTAL 2784

AM Peak Hr Begins at: 815 AM

PEAK VOLUMES =	0	669	138	0	0	0	304	323	0	0	0	0	1434
PEAK HR. FACTOR:		0.961			0.000			0.866			0.000		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

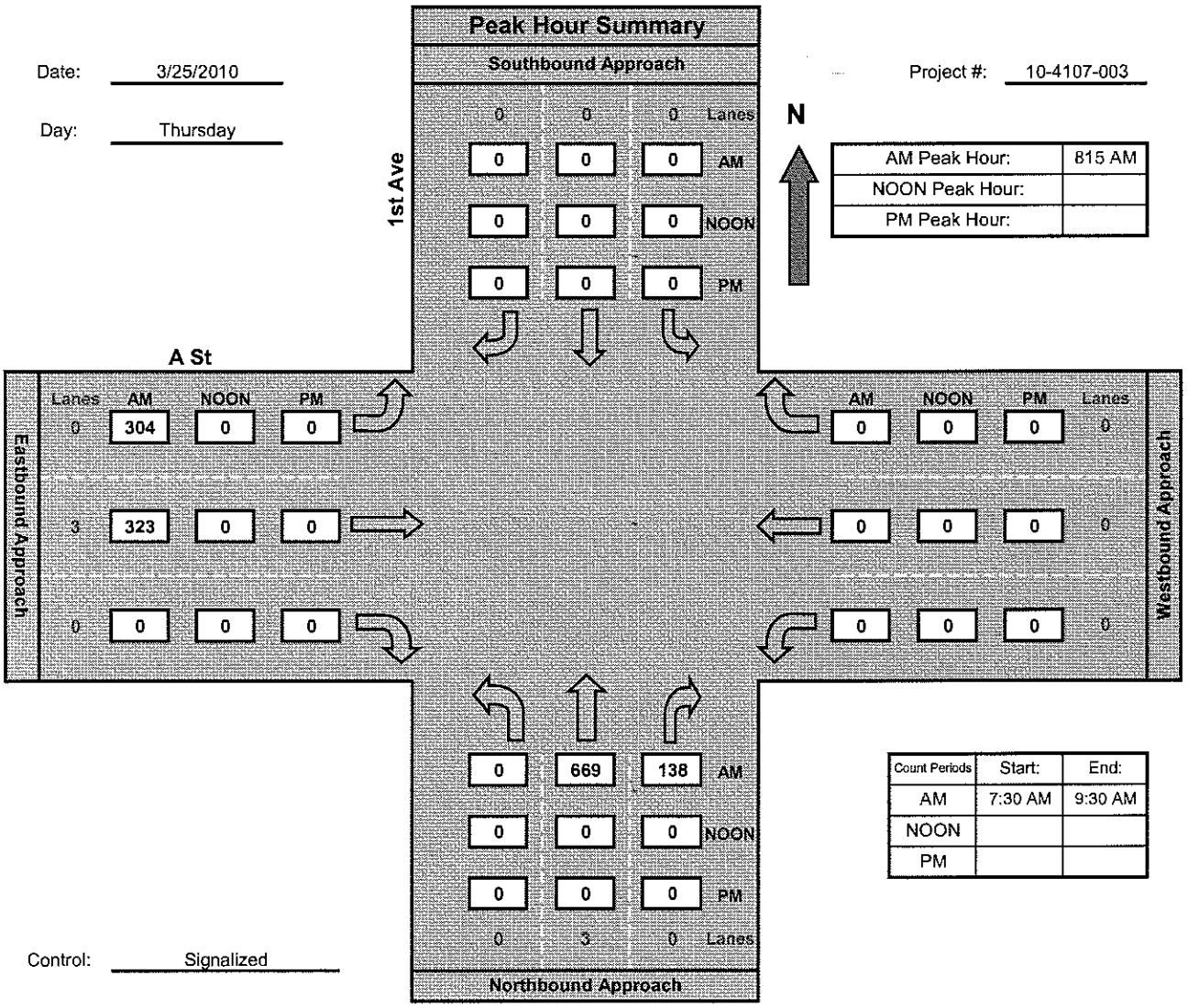
National Data & Surveying Services

1st Ave and A St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-003



AM Peak Hour:	815 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: B St DAY: THURSDAY PROJECT# 10-4107-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	0	0	0	1	0	0	.5	.5	
7:30 AM	17	26	8				15	7			34	24	131
7:45 AM	12	32	5				22	9			35	35	150
8:00 AM	6	29	10				18	11			39	45	158
8:15 AM	6	21	12				18	7			42	43	149
8:30 AM	10	28	9				17	8			37	48	157
8:45 AM	12	20	10				17	7			34	39	139
9:00 AM	14	25	7				18	11			29	36	140
9:15 AM	4	22	8				12	15			36	22	119
TOTAL VOLUMES =	NL 81	NT 203	NR 69	SL 0	ST 0	SR 0	EL 137	ET 75	ER 0	WL 0	WT 286	WR 292	TOTAL 1143

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	34	110	36	0	0	0	75	35	0	0	153	171	614
PEAK HR. FACTOR:		0.918			0.000			0.887			0.953		0.972

CONTROL: 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

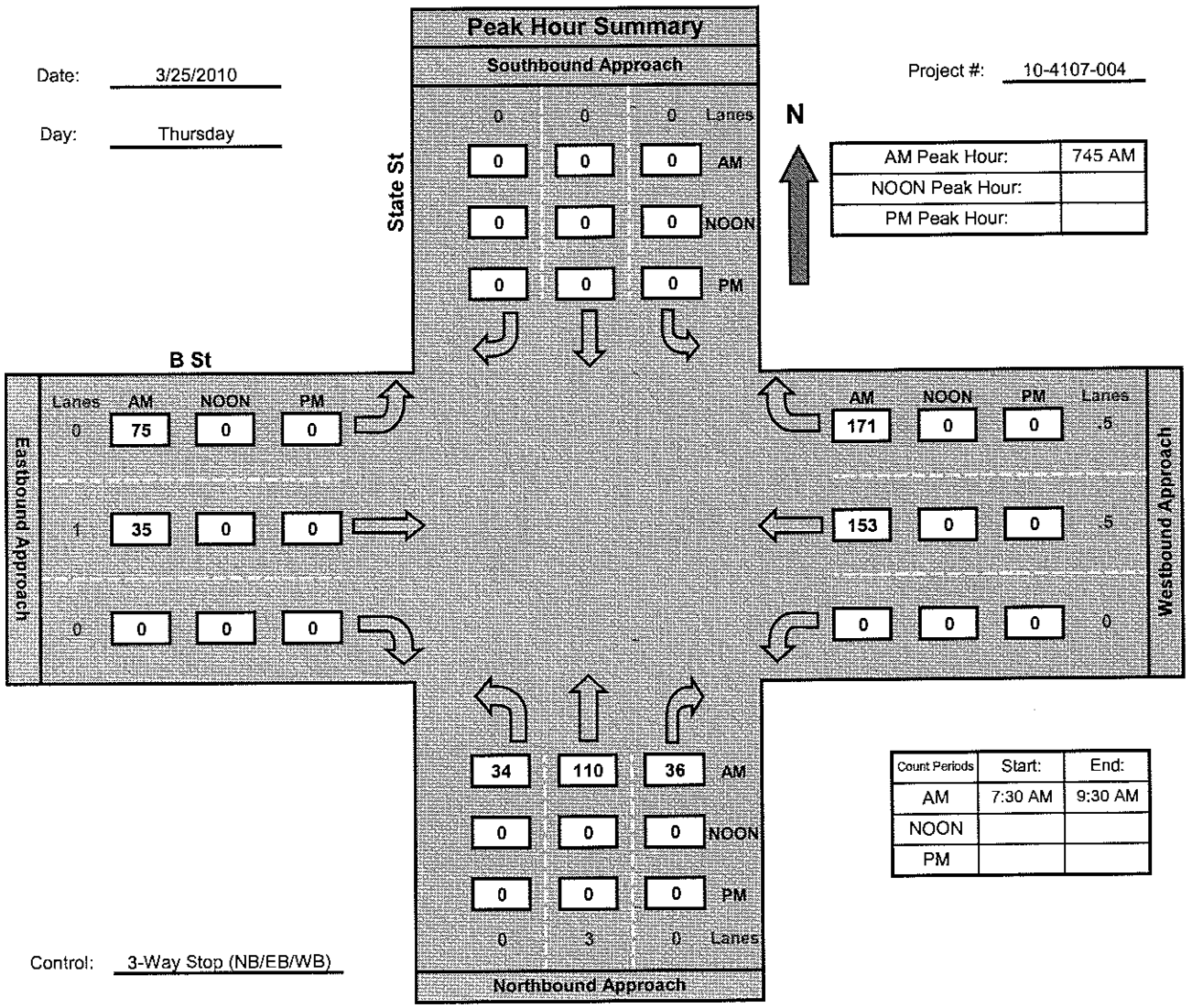
National Data & Surveying Services

State St and B St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-004



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: B St DAY: THURSDAY PROJECT# 10-4107-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:30 AM	4	15	3	2	30	17	5	11	2	3	34	9	135
7:45 AM	7	16	2	8	43	12	2	9	6	6	50	17	178
8:00 AM	8	19	6	2	34	18	3	10	7	8	61	13	189
8:15 AM	1	13	2	2	28	8	1	11	5	8	73	15	167
8:30 AM	7	32	6	2	25	28	1	11	6	6	52	10	186
8:45 AM	7	24	4	2	35	25	2	12	5	13	43	10	182
9:00 AM	2	23	6	1	25	18	2	8	8	4	46	13	156
9:15 AM	4	15	4	2	21	14	1	14	7	3	37	10	132
TOTAL VOLUMES =	NL 40	NT 157	NR 33	SL 21	ST 241	SR 140	EL 17	ET 86	ER 46	WL 51	WT 396	WR 97	TOTAL 1325

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	23	88	18	8	122	79	7	44	23	35	229	48	724
PEAK HR. FACTOR:		0.717			0.843			0.925			0.813		0.958

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

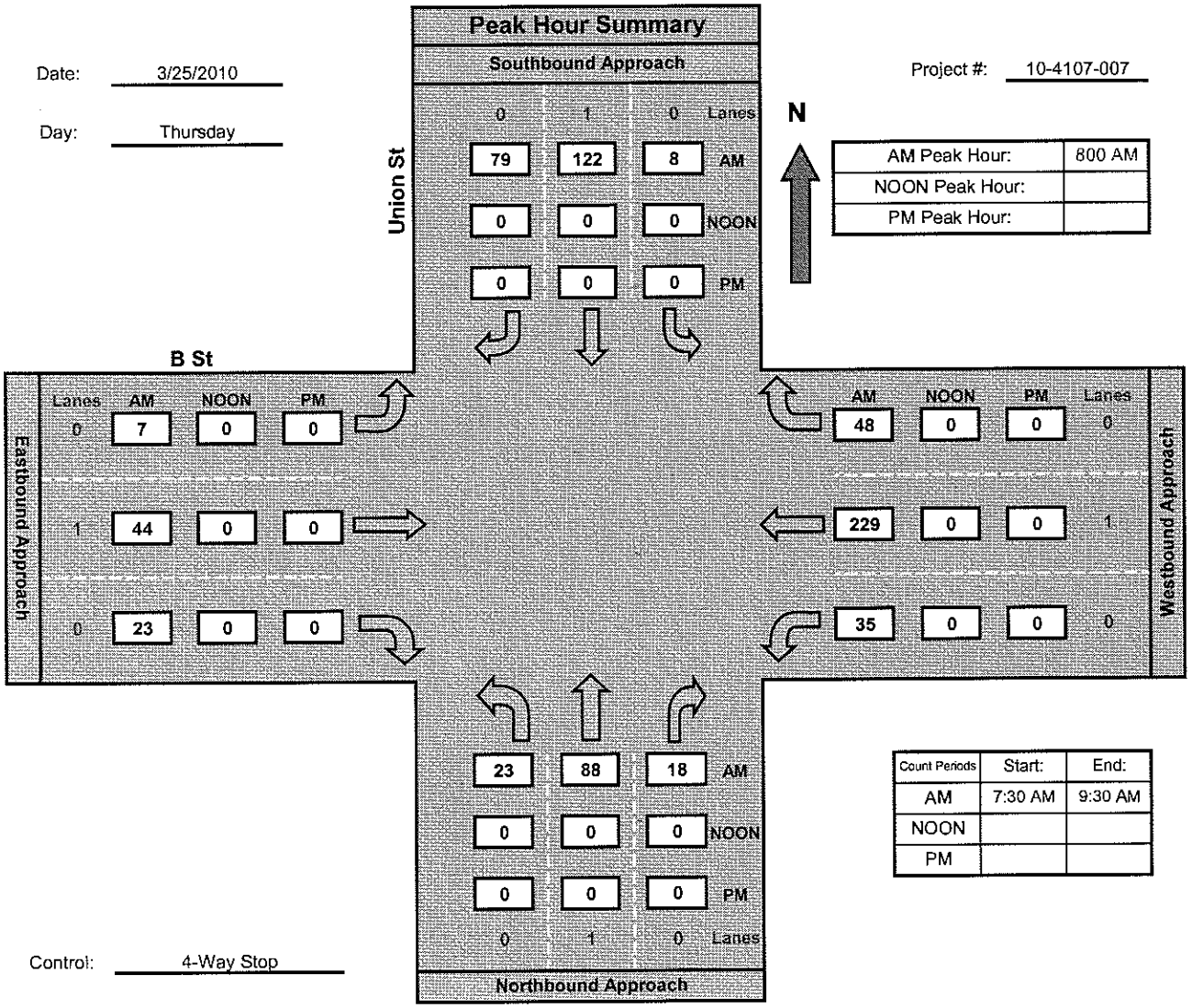
National Data & Surveying Services

Union St and B St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-007



AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Front St | DATE: 03/25/2010 | LOCATION: City of San Diego

E-W STREET: B St | DAY: THURSDAY | PROJECT# 10-4107-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	3	0	0	1	0	0	1	0	
7:30 AM				10	230	38		17	3	7	6		311
7:45 AM				8	257	56		10	10	6	15		362
8:00 AM				13	313	62		12	5	7	21		433
8:15 AM				9	332	74		9	5	9	20		458
8:30 AM				11	325	52		10	9	6	17		430
8:45 AM				7	270	57		12	6	10	11		373
9:00 AM				8	241	55		8	6	5	8		331
9:15 AM				9	264	37		12	7	13	10		352
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 75	ST 2232	SR 431	EL 0	ET 90	ER 51	WL 63	WT 108	WR 0	TOTAL 3050

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	40	1240	245	0	43	25	32	69	0	1694
PEAK HR. FACTOR:		0.000			0.919			0.895			0.871		0.925

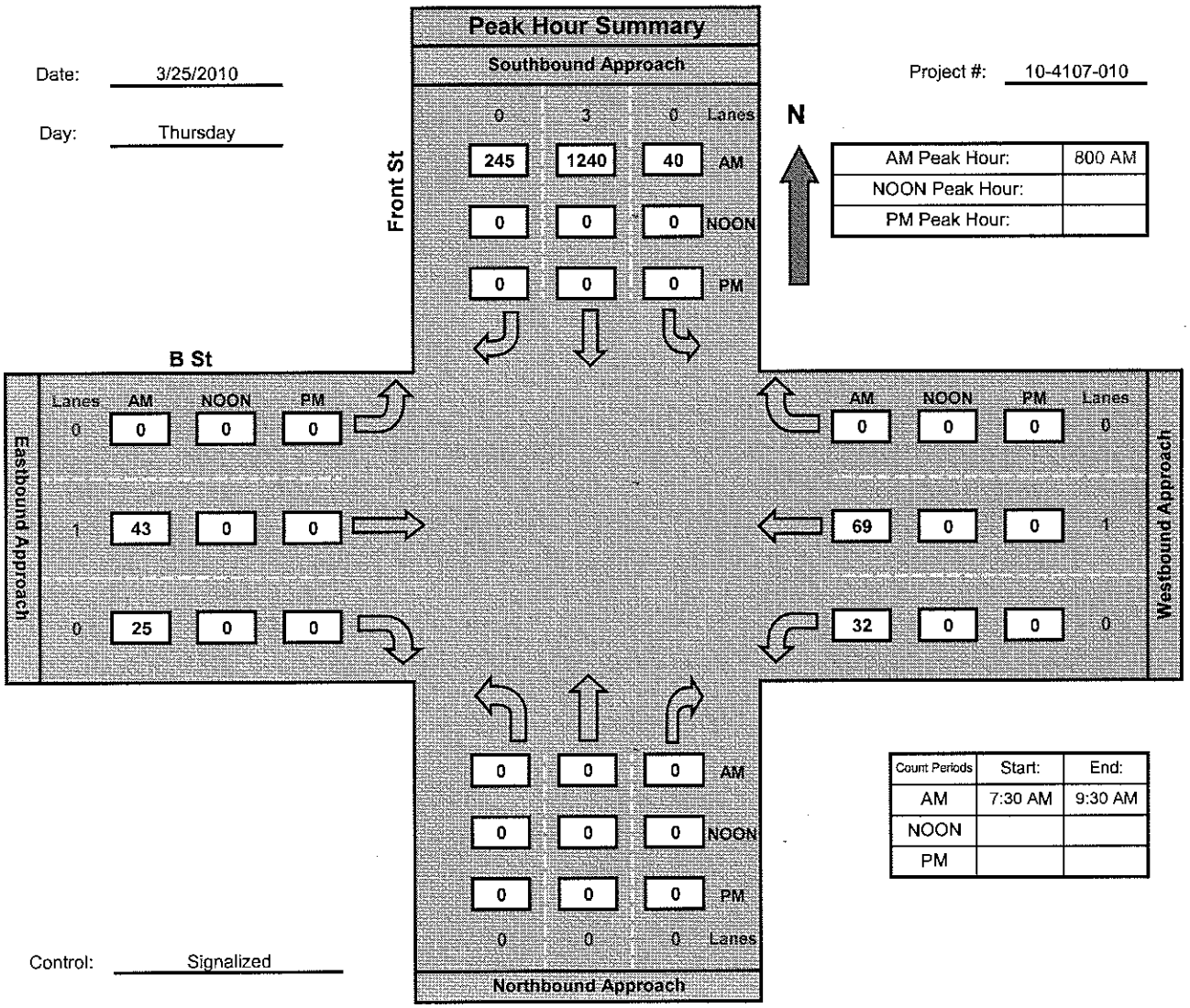
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Front St and B St , City of San Diego



Date: 3/25/2010

Day: Thursday

Project #: 10-4107-010

AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: C St DAY: THURSDAY PROJECT# 10-4107-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	0	0	0	2	0	0	0	0	
7:30 AM		69	3				12	3					87
7:45 AM		53	7				7	3					70
8:00 AM		54	0				7	8					69
8:15 AM		62	4				8	5					79
8:30 AM		43	4				9	10					66
8:45 AM		46	4				12	3					65
9:00 AM		45	0				14	1					60
9:15 AM		35	7				11	6					59
TOTAL VOLUMES =	NL 0	NT 407	NR 29	SL 0	ST 0	SR 0	EL 80	ET 39	ER 0	WL 0	WT 0	WR 0	TOTAL 555

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	238	14	0	0	0	34	19	0	0	0	0	305
PEAK HR. FACTOR:		0.875			0.000			0.883			0.000		0.876

CONTROL: 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

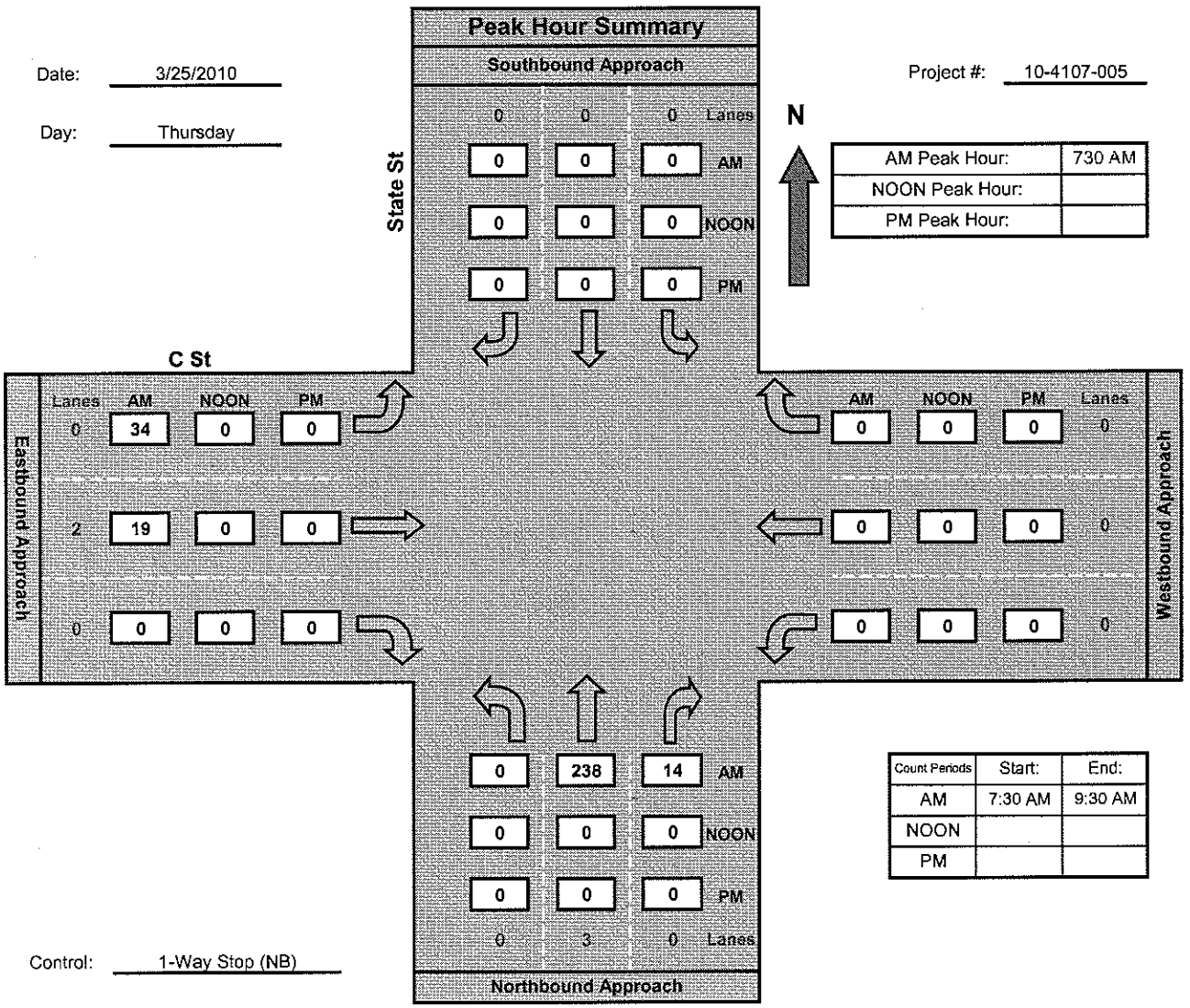
National Data & Surveying Services

State St and C St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-005



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: C St DAY: THURSDAY PROJECT# 10-4107-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	.5	1	.5	0	0	0	
7:30 AM		26	7	1	35		0	4	1				74
7:45 AM		29	6	4	47		0	5	5				96
8:00 AM		40	12	1	41		1	2	2				99
8:15 AM		39	12	6	44		0	6	3				110
8:30 AM		43	7	2	24		1	7	5				89
8:45 AM		37	9	4	44		0	5	1				100
9:00 AM		28	11	0	32		1	0	0				72
9:15 AM		26	6	3	19		3	6	3				66
TOTAL VOLUMES =	NL 0	NT 268	NR 70	SL 21	ST 286	SR 0	EL 6	ET 35	ER 20	WL 0	WT 0	WR 0	TOTAL 706

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	159	40	13	153	0	2	20	11	0	0	0	398
PEAK HR. FACTOR:		0.957			0.830			0.635			0.000		0.905

CONTROL: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

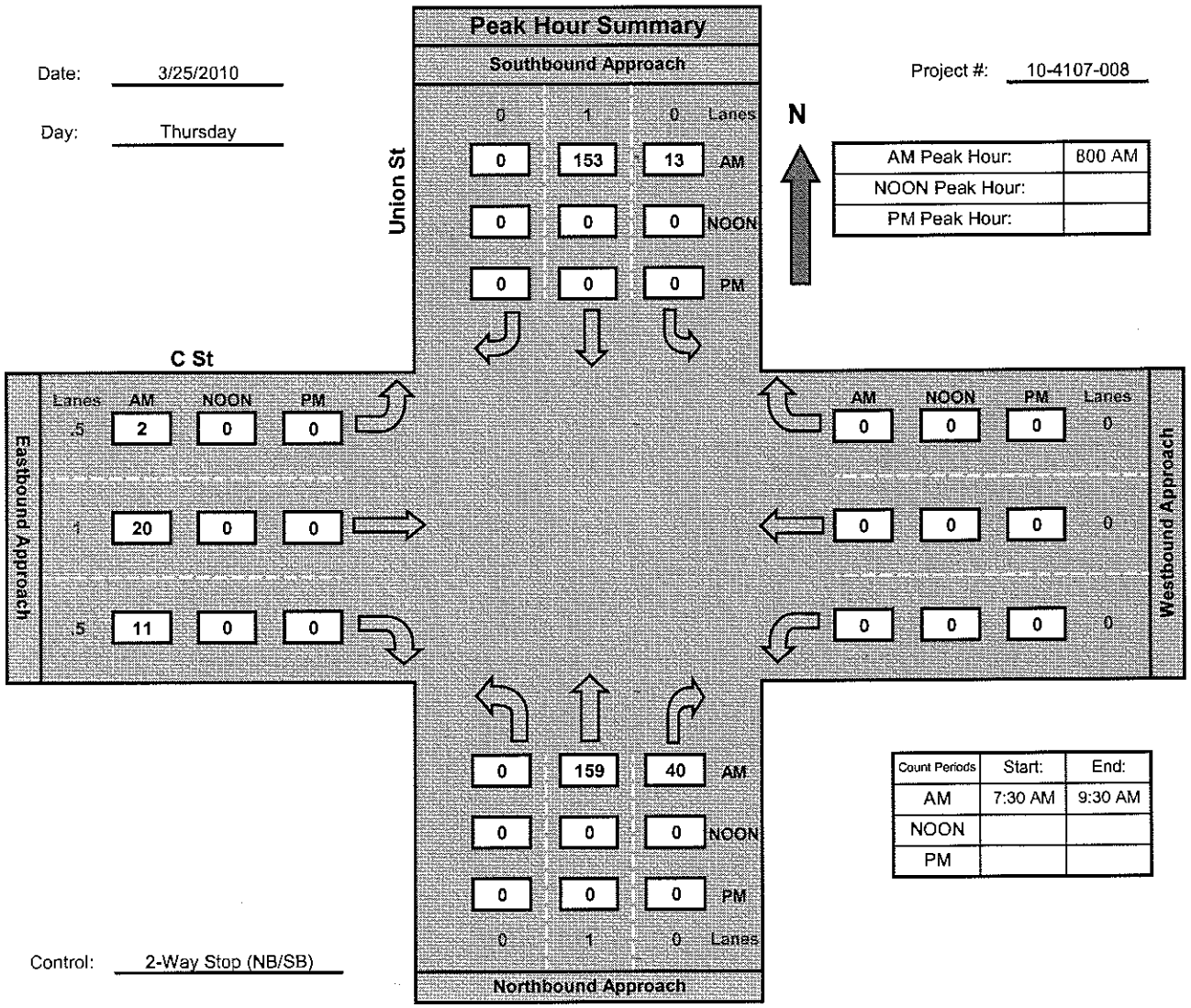
National Data & Surveying Services

Union St and C St , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-008



AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: State St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: Broadway DAY: THURSDAY PROJECT# 10-4107-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	2	0	1	2	0	
7:30 AM							13	63	8	6	101	85	276
7:45 AM							16	51	11	16	129	94	317
8:00 AM							17	60	6	10	107	71	271
8:15 AM							18	67	7	10	134	95	331
8:30 AM							13	80	10	12	129	45	289
8:45 AM							12	70	11	19	120	59	291
9:00 AM							12	71	11	13	101	34	242
9:15 AM							14	74	4	9	100	33	234
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 115	ET 536	ER 68	WL 95	WT 921	WR 516	TOTAL 2251

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	0	0	0	64	258	34	48	499	305	1208
PEAK HR. FACTOR:		0.000			0.000			0.864			0.891		0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

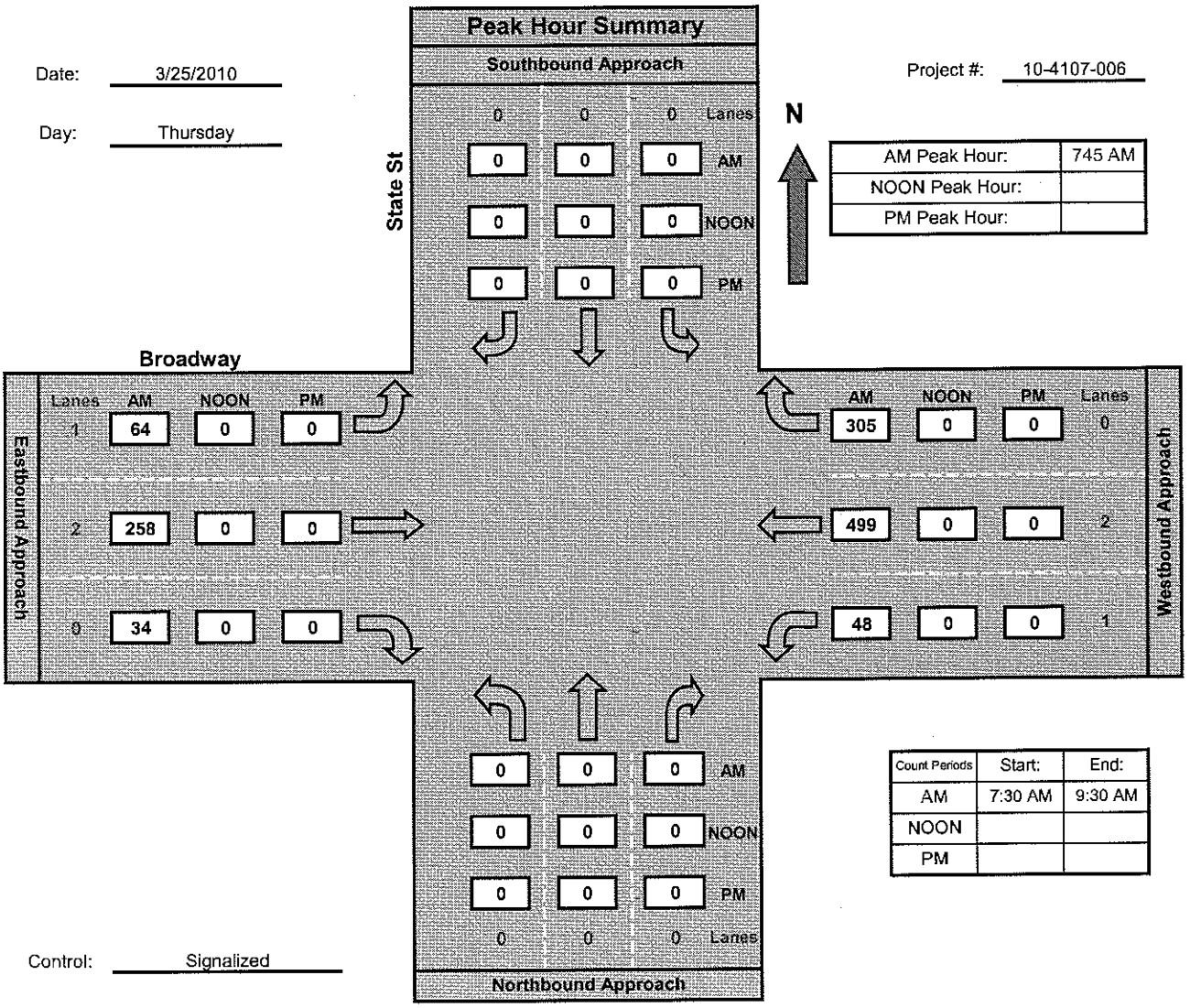
National Data & Surveying Services

State St and Broadway , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-006



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Union St DATE: 03/25/2010 LOCATION: City of San Diego

E-W STREET: Broadway DAY: THURSDAY PROJECT# 10-4107-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	1	2	0	
7:30 AM				7		26	4	60			167	32	296
7:45 AM				15		32	4	40			196	41	328
8:00 AM				8		27	3	70			169	50	327
8:15 AM				15		33	4	58			205	60	375
8:30 AM				9		16	2	75			169	44	315
8:45 AM				10		33	4	73			165	46	331
9:00 AM				10		19	0	70			124	35	258
9:15 AM				9		19	2	73			127	28	258
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 83	ST 0	SR 205	EL 23	ET 519	ER 0	WL 0	WT 1322	WR 336	TOTAL 2488

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	42	0	109	13	276	0	0	708	200	1348
PEAK HR. FACTOR:		0.000			0.786			0.938			0.857		0.899

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

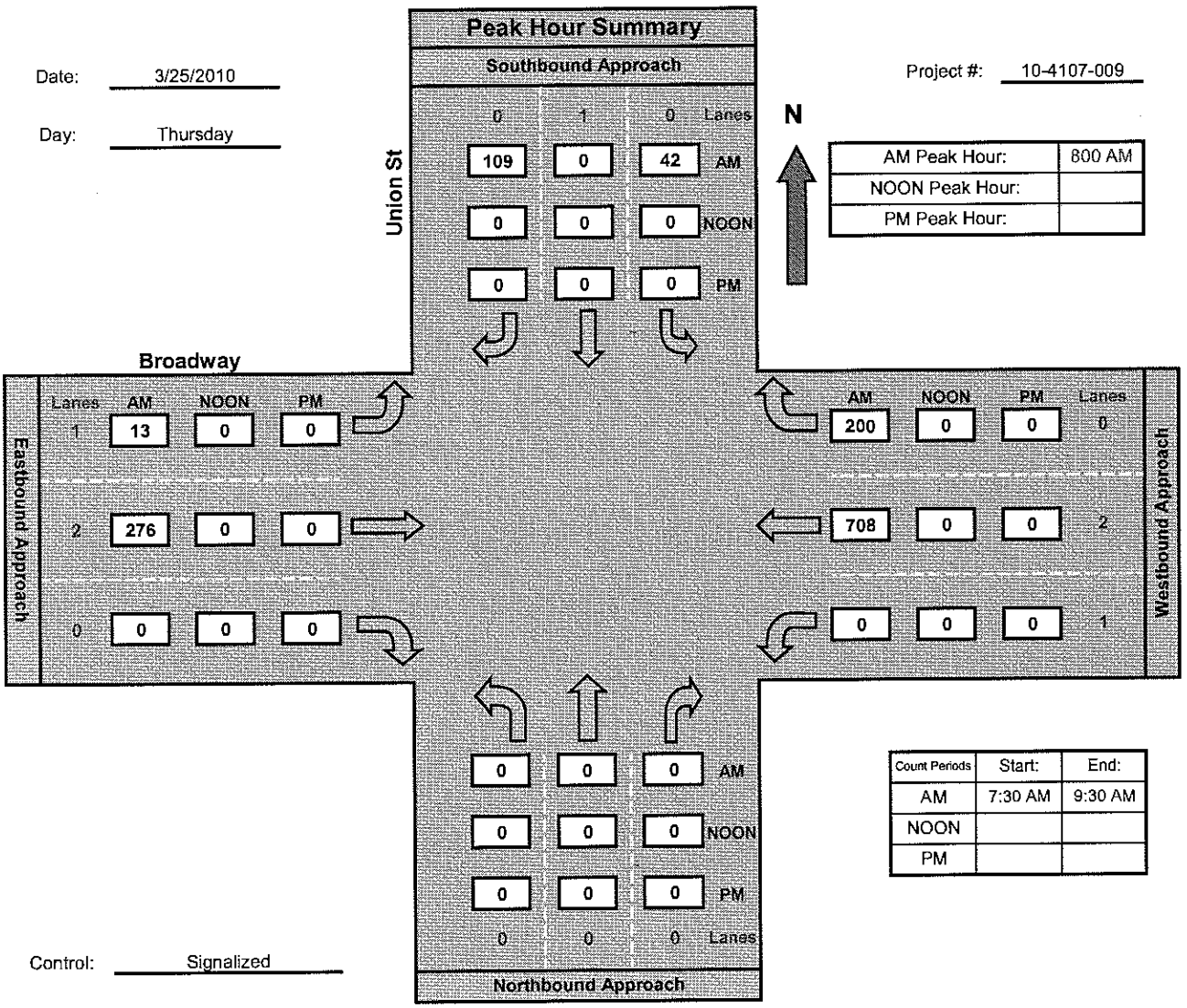
National Data & Surveying Services

Union St and Broadway , City of San Diego

Date: 3/25/2010

Day: Thursday

Project #: 10-4107-009



AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	

Count Periods	Start:	End:
AM	7:30 AM	9:30 AM
NOON		
PM		

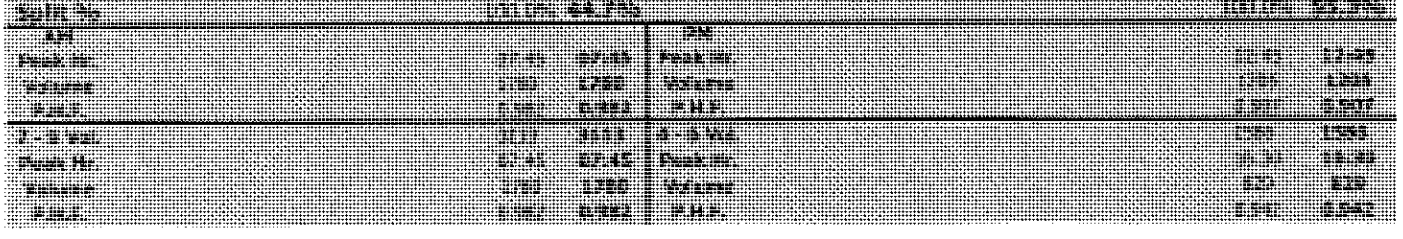
Control: Signalized

Prepared by: NDS/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: Ash St between Front & 1st Ave	Project: 10-6108-001	0	0	0	14,847	14,847

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				36	12:00				199		
00:15				16	12:15				260		
00:30				14	12:30				273		
00:45				15	81	81	12:45				309	1041	1041
01:00				28	13:00				332		
01:15				23	13:15				279		
01:30				21	13:30				285		
01:45				11	83	83	13:45				260	1156	1156
02:00				14	14:00				240		
02:15				13	14:15				248		
02:30				9	14:30				222		
02:45				9	45	45	14:45				234	944	944
03:00				10	15:00				193		
03:15				2	15:15				233		
03:30				11	15:30				218		
03:45				11	34	34	15:45				190	834	834
04:00				7	16:00				194		
04:15				7	16:15				186		
04:30				19	16:30				182		
04:45				46	79	79	16:45				220	782	782
05:00				30	17:00				220		
05:15				40	17:15				207		
05:30				70	17:30				179		
05:45				90	230	230	17:45				198	804	804
06:00				97	18:00				235		
06:15				142	18:15				198		
06:30				145	18:30				186		
06:45				235	619	619	18:45				186	805	805
07:00				246	19:00				168		
07:15				302	19:15				128		
07:30				398	19:30				136		
07:45				447	1393	1393	19:45				130	562	562
08:00				453	20:00				131		
08:15				432	20:15				118		
08:30				448	20:30				99		
08:45				387	1720	1720	20:45				100	448	448
09:00				304	21:00				101		
09:15				259	21:15				101		
09:30				191	21:30				113		
09:45				205	959	959	21:45				90	405	405
10:00				174	22:00				79		
10:15				147	22:15				75		
10:30				161	22:30				54		
10:45				158	640	640	22:45				70	278	278
11:00				177	23:00				44		
11:15				157	23:15				34		
11:30				228	23:30				32		
11:45				197	759	759	23:45				36	146	146

	NB	SB	EB	WB	Total
Daily Totals:	0	0	0	14,847	14,847



Prepared by NDS/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals NB	SB	EB	WB	Total
Location: B St between Columbia St & State St	Project: 10-4108-003	0	0	2,480	2,332	4,812

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		2			12:00			37		35		
00:15			10		5			12:15			38		26		
00:30			2		6			12:30			35		32		
00:45			7	27	2	15	42	12:45			45	155	37	130	285
01:00			10		3			13:00			38		49		
01:15			7		1			13:15			36		24		
01:30			6		0			13:30			35		34		
01:45			3	26	1	5	31	13:45			28	137	33	140	277
02:00			9		4			14:00			35		31		
02:15			4		3			14:15			31		29		
02:30			2		0			14:30			38		23		
02:45			4	19	0	7	26	14:45			37	141	34	117	258
03:00			1		1			15:00			32		34		
03:15			1		1			15:15			37		19		
03:30			0		1			15:30			41		21		
03:45			1	3	2	5	8	15:45			46	156	36	110	266
04:00			2		1			16:00			42		27		
04:15			4		1			16:15			51		28		
04:30			0		1			16:30			51		26		
04:45			2	8	3	6	14	16:45			66	210	31	112	322
05:00			9		10			17:00			94		43		
05:15			12		7			17:15			81		39		
05:30			10		8			17:30			76		40		
05:45			15	46	12	37	83	17:45			65	316	35	157	473
06:00			13		11			18:00			52		44		
06:15			15		18			18:15			44		34		
06:30			10		19			18:30			45		42		
06:45			11	49	22	70	119	18:45			31	172	34	154	326
07:00			23		23			19:00			41		37		
07:15			15		35			19:15			23		36		
07:30			27		45			19:30			31		37		
07:45			31	96	51	154	250	19:45			21	116	35	145	261
08:00			30		47			20:00			34		24		
08:15			25		59			20:15			24		28		
08:30			33		58			20:30			24		28		
08:45			31	119	55	219	338	20:45			22	104	17	97	201
09:00			28		45			21:00			26		26		
09:15			32		60			21:15			19		19		
09:30			34		39			21:30			28		21		
09:45			29	123	47	191	314	21:45			16	89	15	81	170
10:00			28		39			22:00			27		17		
10:15			35		31			22:15			21		10		
10:30			15		37			22:30			18		9		
10:45			36	114	29	136	250	22:45			13	79	10	46	125
11:00			22		44			23:00			22		18		
11:15			27		47			23:15			12		9		
11:30			43		29			23:30			8		14		
11:45			32	124	32	152	276	23:45			9	51	5	46	97
Total Vol.				754		997	1751					1726		1335	3061

	NB	SB	EB	WB	Total
Daily Totals :	0	0	2,480	2,332	4,812

	AM EB	AM WB	AM Total		PM EB	PM WB	PM Total
Split %	[illegible]	[illegible]	26.4%		[illegible]	[illegible]	63.6%
Peak Hr	[illegible]	08:00	08:00	Peak Hr	[illegible]	[illegible]	17:00
Volume	[illegible]	[illegible]	342	Volume	[illegible]	[illegible]	473
P.H.F.	[illegible]	[illegible]	[illegible]	P.H.F.	[illegible]	[illegible]	0.863
7 - 9 Vol.	[illegible]	[illegible]	[illegible]	4 - 6 Vol.	[illegible]	[illegible]	[illegible]
Peak Hr	[illegible]	[illegible]	[illegible]	Peak Hr	[illegible]	[illegible]	17:00
Volume	[illegible]	[illegible]	[illegible]	Volume	[illegible]	[illegible]	[illegible]
P.H.F.	[illegible]	[illegible]	[illegible]	P.H.F.	[illegible]	[illegible]	0.863

Prepared by NDS/ATD

Volumes for: Thursday, March 28, 2019	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: C St. between Front St & 1st Ave	Project: 10-4188-003	0	0	1,866	0	1,866

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	6				12:00			32		
00:15	1				12:15			37		
00:30	3				12:30			40		
00:45	3	13	13		12:45			34	143	143
01:00	4				13:00			30		
01:15	0				13:15			35		
01:30	0				13:30			27		
01:45	1	5	5		13:45			34	126	126
02:00	1				14:00			30		
02:15	3				14:15			32		
02:30	1				14:30			30		
02:45	3	8	8		14:45			37	129	129
03:00	3				15:00			28		
03:15	0				15:15			28		
03:30	2				15:30			30		
03:45	1	6	6		15:45			25	111	111
04:00	1				16:00			31		
04:15	3				16:15			46		
04:30	3				16:30			27		
04:45	6	13	13		16:45			20	124	124
05:00	5				17:00			23		
05:15	4				17:15			25		
05:30	8				17:30			15		
05:45	15	32	32		17:45			18	81	81
06:00	13				18:00			17		
06:15	11				18:15			14		
06:30	22				18:30			18		
06:45	31	77	77		18:45			9	58	58
07:00	28				19:00			7		
07:15	33				19:15			8		
07:30	47				19:30			10		
07:45	54	162	162		19:45			13	38	38
08:00	48				20:00			10		
08:15	60				20:15			15		
08:30	59				20:30			13		
08:45	68	235	235		20:45			8	46	46
09:00	37				21:00			11		
09:15	33				21:15			9		
09:30	25				21:30			10		
09:45	46	141	141		21:45			9	39	39
10:00	29				22:00			8		
10:15	34				22:15			10		
10:30	28				22:30			12		
10:45	19	110	110		22:45			6	36	36
11:00	20				23:00			7		
11:15	21				23:15			7		
11:30	29				23:30			9		
11:45	32	102	102		23:45			8	31	31
Total Vol.	954		954					912		912

	NB	SB	EB	WB	Total
Daily Totals:	0	0	1,866	0	1,866
	954		912		
Split %:	48.4%		51.6%		
AM			PM		
Peak Hr.	08:00		Peak Hr.	12:00	
Volume	235		Volume	143	
P.H.F.	0.854		P.H.F.	0.894	
AM Peak	08:00		PM Peak	12:00	
Volume	235		Volume	143	
P.H.F.	0.854		P.H.F.	0.894	

Prepared by NDS/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: Broadway between Front St & 1st Ave	Project: 10-4106-004	0	0	9,586	10,968	20,754

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00		35		37		12:00			151	163	
00:15		32		20		12:15			166	178	
00:30		18		28		12:30			156	192	
00:45		26	111	26	111	222	12:45		159	632	166	699	1331
01:00		14		19		13:00			133	190	
01:15		24		17		13:15			134	184	
01:30		8		10		13:30			167	175	
01:45		19	65	12	58	123	13:45		163	597	174	723	1320
02:00		12		12		14:00			192	153	
02:15		8		15		14:15			167	186	
02:30		6		7		14:30			161	187	
02:45		7	33	8	42	75	14:45		144	664	189	715	1379
03:00		12		7		15:00			175	148	
03:15		3		7		15:15			164	165	
03:30		7		9		15:30			159	135	
03:45		14	36	11	34	70	15:45		159	657	128	576	1233
04:00		8		16		16:00			158	145	
04:15		13		15		16:15			164	141	
04:30		14		22		16:30			181	163	
04:45		12	47	32	85	132	16:45		199	702	182	631	1333
05:00		19		30		17:00			194	151	
05:15		27		43		17:15			191	169	
05:30		23		51		17:30			197	149	
05:45		28	97	77	201	298	17:45		222	804	141	610	1414
06:00		60		88		18:00			147	115	
06:15		55		98		18:15			151	137	
06:30		49		129		18:30			121	141	
06:45		62	226	163	478	704	18:45		160	579	131	524	1103
07:00		73		164		19:00			132	127	
07:15		68		214		19:15			142	121	
07:30		102		219		19:30			128	111	
07:45		112	355	222	819	1174	19:45		105	507	117	476	983
08:00		93		241		20:00			147	100	
08:15		104		254		20:15			115	116	
08:30		114		197		20:30			116	87	
08:45		134	445	221	913	1358	20:45		118	496	103	406	902
09:00		140		172		21:00			112	88	
09:15		123		188		21:15			138	82	
09:30		106		162		21:30			142	92	
09:45		136	505	164	686	1191	21:45		125	517	70	332	849
10:00		129		144		22:00			146	74	
10:15		104		122		22:15			154	60	
10:30		127		175		22:30			112	60	
10:45		138	498	181	622	1120	22:45		72	484	71	265	749
11:00		134		177		23:00			66	66	
11:15		143		166		23:15			82	36	
11:30		146		199		23:30			44	36	
11:45		166	589	148	690	1279	23:45		48	240	34	172	412

Daily Totals :	NB	SB	EB	WB	Total
	0	0	9,586	10,968	20,754

AM

PM

Prepared by NCE/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: State St between C St & Broadway	Project ID: 10-4100-010	3,221	0	0	0	3,221

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	10				12:00	48				
00:15	4				12:15	23				
00:30	9				12:30	56				
00:45	4	27		27	12:45	52	179			179
01:00	6				13:00	56				
01:15	1				13:15	50				
01:30	1				13:30	42				
01:45	2	10		10	13:45	44	192			192
02:00	4				14:00	45				
02:15	3				14:15	49				
02:30	3				14:30	43				
02:45	0	10		10	14:45	58	195			195
03:00	2				15:00	46				
03:15	0				15:15	44				
03:30	0				15:30	40				
03:45	6	8		8	15:45	32	162			162
04:00	1				16:00	36				
04:15	4				16:15	52				
04:30	3				16:30	42				
04:45	10	18		18	16:45	48	178			178
05:00	9				17:00	61				
05:15	14				17:15	53				
05:30	11				17:30	48				
05:45	17	51		51	17:45	52	214			214
06:00	13				18:00	38				
06:15	15				18:15	35				
06:30	44				18:30	44				
06:45	66	138		138	18:45	28	145			145
07:00	69				19:00	39				
07:15	87				19:15	21				
07:30	91				19:30	25				
07:45	105	352		352	19:45	28	113			113
08:00	96				20:00	37				
08:15	86				20:15	24				
08:30	67				20:30	27				
08:45	64	313		313	20:45	22	110			110
09:00	68				21:00	26				
09:15	46				21:15	17				
09:30	63				21:30	24				
09:45	68	245		245	21:45	14	81			81
10:00	42				22:00	22				
10:15	37				22:15	13				
10:30	44				22:30	17				
10:45	38	161		161	22:45	20	72			72
11:00	47				23:00	22				
11:15	48				23:15	16				
11:30	49				23:30	12				
11:45	46	190		190	23:45	7	57			57
Total Vol.	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]

	NB	SB	EB	WB	Total
Daily Totals:	3,221	0	0	0	3,221

	AM		PM	
Split %:	[illegible]	47.2%	[illegible]	52.8%
AM		PM		
Peak Hr.	07:15	Peak Hr.	12:30	12:30
Volume	379	Volume	224	224
P.H.F.	[illegible]	P.H.F.	[illegible]	[illegible]
7 - 9 Vol.	565	4 - 6 Vol.	392	392
Peak Hr.	07:15	Peak Hr.	17:00	17:00
Volume	379	Volume	214	214
P.H.F.	[illegible]	P.H.F.	[illegible]	[illegible]

Prepared by: MDS/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: Front St between Ash St & A St	Project: 10-4105-005	0	16,075	0	0	16,075

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	34				12:00		225			
00:15	26				12:15		238			
00:30	24				12:30		265			
00:45	13	97		97	12:45		226	954		954
01:00	10				13:00		237			
01:15	14				13:15		263			
01:30	9				13:30		235			
01:45	16	49		49	13:45		254	989		989
02:00	10				14:00		209			
02:15	7				14:15		217			
02:30	8				14:30		244			
02:45	10	35		35	14:45		247	917		917
03:00	5				15:00		238			
03:15	4				15:15		231			
03:30	7				15:30		211			
03:45	13	29		29	15:45		206	886		886
04:00	12				16:00		220			
04:15	23				16:15		200			
04:30	34				16:30		216			
04:45	41	110		110	16:45		233	869		869
05:00	37				17:00		271			
05:15	50				17:15		275			
05:30	73				17:30		261			
05:45	105	265		265	17:45		259	1066		1066
06:00	97				18:00		229			
06:15	106				18:15		242			
06:30	154				18:30		221			
06:45	219	576		576	18:45		194	886		886
07:00	235				19:00		189			
07:15	306				19:15		177			
07:30	384				19:30		172			
07:45	405	1330		1330	19:45		133	671		671
08:00	401				20:00		144			
08:15	430				20:15		137			
08:30	391				20:30		114			
08:45	389	1611		1611	20:45		114	509		509
09:00	329				21:00		123			
09:15	332				21:15		132			
09:30	310				21:30		119			
09:45	291	1262		1262	21:45		108	482		482
10:00	235				22:00		99			
10:15	243				22:15		96			
10:30	234				22:30		91			
10:45	231	943		943	22:45		81	367		367
11:00	216				23:00		52			
11:15	206				23:15		49			
11:30	265				23:30		34			
11:45	256	943		943	23:45		44	179		179

	NB	SB	EB	WB	Total
Daily Totals:	0	16,075	0	0	16,075

AM			PM		
Split %:			Split %:		
Peak Hr:			Peak Hr:		
Volume:			Volume:		
P.H.F.:			P.H.F.:		
Peak Hr:			Peak Hr:		
Volume:			Volume:		
P.H.F.:			P.H.F.:		

Prepared by: NDS/ATD

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: Front St between A St & B St	Project: 10-4388-006	0	14,532	0	0	14,532

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00		32			12:00		203			
00:15		22			12:15		206			
00:30		21			12:30		239			
00:45		13	88	88	12:45		216	864		864
01:00		9			13:00		220			
01:15		10			13:15		231			
01:30		10			13:30		210			
01:45		11	40	40	13:45		237	898		898
02:00		6			14:00		195			
02:15		6			14:15		223			
02:30		6			14:30		221			
02:45		10	28	28	14:45		239	878		878
03:00		4			15:00		211			
03:15		5			15:15		204			
03:30		8			15:30		193			
03:45		10	27	27	15:45		174	782		782
04:00		12			16:00		190			
04:15		19			16:15		179			
04:30		30			16:30		214			
04:45		41	102	102	16:45		218	801		801
05:00		30			17:00		217			
05:15		52			17:15		242			
05:30		63			17:30		216			
05:45		94	239	239	17:45		227	902		902
06:00		77			18:00		203			
06:15		92			18:15		214			
06:30		144			18:30		190			
06:45		235	548	548	18:45		172	779		779
07:00		198			19:00		164			
07:15		286			19:15		164			
07:30		352			19:30		161			
07:45		368	1204	1204	19:45		134	623		623
08:00		360			20:00		130			
08:15		379			20:15		143			
08:30		374			20:30		98			
08:45		365	1478	1478	20:45		106	477		477
09:00		304			21:00		111			
09:15		298			21:15		116			
09:30		275			21:30		121			
09:45		255	1132	1132	21:45		99	447		447
10:00		212			22:00		93			
10:15		212			22:15		90			
10:30		212			22:30		78			
10:45		219	855	855	22:45		63	324		324
11:00		194			23:00		44			
11:15		199			23:15		48			
11:30		244			23:30		35			
11:45		219	856	856	23:45		33	160		160

Total Vol.	NB	SB	EB	WB	Total
Daily Totals :	0	14,532	0	0	14,532

AM			PM		
Split %'s					
Peak Hr.			Peak Hr.		
Volume			Volume		
P.H.F.			P.H.F.		
Peak Hr.			Peak Hr.		
Volume			Volume		
P.H.F.			P.H.F.		

Prepared by: [illegible]

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: 1st Ave between Ash St & A St	Project: 10-41103-007	19,860	0	0	0	19,860

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	64					12:00	297				
00:15	44					12:15	293				
00:30	50					12:30	295				
00:45	50	208			208	12:45	275	1160			1160
01:00	44					13:00	262				
01:15	29					13:15	295				
01:30	28					13:30	293				
01:45	52	153			153	13:45	307	1157			1157
02:00	26					14:00	323				
02:15	32					14:15	334				
02:30	28					14:30	334				
02:45	12	98			98	14:45	335	1326			1326
03:00	13					15:00	395				
03:15	11					15:15	347				
03:30	12					15:30	359				
03:45	6	42			42	15:45	351	1452			1452
04:00	19					16:00	418				
04:15	14					16:15	410				
04:30	14					16:30	415				
04:45	30	77			77	16:45	444	1687			1687
05:00	40					17:00	461				
05:15	38					17:15	469				
05:30	44					17:30	477				
05:45	64	186			186	17:45	453	1860			1860
06:00	70					18:00	380				
06:15	98					18:15	365				
06:30	152					18:30	315				
06:45	141	461			461	18:45	279	1339			1339
07:00	160					19:00	278				
07:15	179					19:15	260				
07:30	228					19:30	213				
07:45	267	834			834	19:45	206	957			957
08:00	251					20:00	249				
08:15	244					20:15	218				
08:30	239					20:30	209				
08:45	245	979			979	20:45	190	866			866
09:00	242					21:00	184				
09:15	224					21:15	211				
09:30	231					21:30	198				
09:45	246	943			943	21:45	197	790			790
10:00	222					22:00	201				
10:15	258					22:15	187				
10:30	262					22:30	160				
10:45	235	977			977	22:45	149	697			697
11:00	242					23:00	143				
11:15	275					23:15	114				
11:30	299					23:30	133				
11:45	324	1140			1140	23:45	81	471			471
Total Vol.	[illegible]		[illegible]				[illegible]				[illegible]

	NB	SB	EB	WB	Total
Daily Totals:	19,860	0	0	0	19,860

AM			PM		
Split %s	[illegible]	38.7%	[illegible]		61.3%
AM			PM		
Peak Hr.	[illegible]	11:30	Peak Hr.	[illegible]	17:00
Volumes	[illegible]	1140	Volumes	[illegible]	1860
P.H.F.	[illegible]	0.929	P.H.F.	[illegible]	0.973
7 - 9 Vol.	[illegible]	1823	4 - 6 Vol.	[illegible]	3547
Peak Hr.	[illegible]	07:45	Peak Hr.	[illegible]	17:00
Volumes	[illegible]	1823	Volumes	[illegible]	3547
P.H.F.	[illegible]	0.927	P.H.F.	[illegible]	0.975

Prepared by NDS/NED

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: 1st Ave between A St & B St	Project: 10-4908-0868	15,949	0	0	0	15,949

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	64					12:00	216				
00:15	33					12:15	229				
00:30	39					12:30	197				
00:45	51	187			187	12:45	226	868			868
01:00	46					13:00	204				
01:15	23					13:15	260				
01:30	26					13:30	251				
01:45	42	137			137	13:45	234	949			949
02:00	23					14:00	261				
02:15	16					14:15	259				
02:30	16					14:30	283				
02:45	12	67			67	14:45	267	1070			1070
03:00	9					15:00	295				
03:15	15					15:15	277				
03:30	14					15:30	272				
03:45	4	42			42	15:45	256	1100			1100
04:00	19					16:00	313				
04:15	13					16:15	304				
04:30	11					16:30	303				
04:45	26	69			69	16:45	353	1273			1273
05:00	39					17:00	384				
05:15	47					17:15	356				
05:30	41					17:30	354				
05:45	64	191			191	17:45	341	1435			1435
06:00	67					18:00	275				
06:15	84					18:15	248				
06:30	104					18:30	227				
06:45	120	375			375	18:45	245	995			995
07:00	140					19:00	215				
07:15	166					19:15	202				
07:30	186					19:30	173				
07:45	252	744			744	19:45	166	756			756
08:00	194					20:00	219				
08:15	211					20:15	187				
08:30	188					20:30	165				
08:45	199	792			792	20:45	151	722			722
09:00	193					21:00	157				
09:15	185					21:15	167				
09:30	187					21:30	167				
09:45	197	762			762	21:45	164	655			655
10:00	190					22:00	146				
10:15	211					22:15	138				
10:30	234					22:30	157				
10:45	206	841			841	22:45	131	572			572
11:00	192					23:00	101				
11:15	212					23:15	79				
11:30	240					23:30	95				
11:45	252	896			896	23:45	76	351			351

Total Vol.	NB	SB	EB	WB	Total
Daily Totals:	15,949	0	0	0	15,949

AM			PM		
Split %s					
AM			PM		
Peak Hr.			Peak Hr.		
Volume			Volume		
P.H.F.			P.H.F.		
7 - 9 Vol.			4 - 6 Vol.		
Peak Hr.			Peak Hr.		
Volume			Volume		
P.H.F.			P.H.F.		

Prepared by: [illegible]

Volumes for: Thursday, March 25, 2010	City: San Diego	Daily Totals				
		NB	SB	EB	WB	Total
Location: 1st Ave between C St & Broadway	Project ID: 10-[illegible]-009	14,044	0	0	0	14,044

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	51				12:00	191				
00:15	37				12:15	203				
00:30	44				12:30	187				
00:45	45	177			12:45	221	802			802
01:00	37				13:00	179				
01:15	22				13:15	211				
01:30	18				13:30	220				
01:45	32	109			13:45	197	807			807
02:00	23				14:00	225				
02:15	9				14:15	237				
02:30	15				14:30	256				
02:45	7	54			14:45	211	929			929
03:00	11				15:00	256				
03:15	13				15:15	229				
03:30	10				15:30	241				
03:45	6	40			15:45	226	952			952
04:00	15				16:00	260				
04:15	13				16:15	256				
04:30	11				16:30	234				
04:45	21	60			16:45	271	1021			1021
05:00	26				17:00	274				
05:15	37				17:15	246				
05:30	36				17:30	289				
05:45	67	166			17:45	274	1083			1083
06:00	57				18:00	243				
06:15	87				18:15	218				
06:30	82				18:30	201				
06:45	118	344			18:45	216	878			878
07:00	139				19:00	197				
07:15	161				19:15	189				
07:30	198				19:30	170				
07:45	252	750			19:45	148	704			704
08:00	209				20:00	198				
08:15	205				20:15	152				
08:30	197				20:30	142				
08:45	192	803			20:45	141	633			633
09:00	205				21:00	148				
09:15	181				21:15	161				
09:30	176				21:30	158				
09:45	188	750			21:45	157	624			624
10:00	175				22:00	135				
10:15	183				22:15	117				
10:30	201				22:30	122				
10:45	186	745			22:45	131	505			505
11:00	178				23:00	98				
11:15	193				23:15	72				
11:30	197				23:30	88				
11:45	209	777			23:45	73	331			331
Total Vol.	[illegible]	[illegible]			[illegible]					[illegible]

	NB	SB	EB	WB	Total
Daily Totals:	14,044	0	0	0	14,044

AM		PM	
Split %:	[illegible]	[illegible]	[illegible]
AM		PM	
Peak Hr.	[illegible]	Peak Hr.	[illegible]
Volume	[illegible]	Volume	[illegible]
P.H.F.	[illegible]	P.H.F.	[illegible]
AM Vol.	[illegible]	PM Vol.	[illegible]
Peak Hr.	[illegible]	Peak Hr.	[illegible]
Volume	[illegible]	Volume	[illegible]
P.H.F.	[illegible]	P.H.F.	[illegible]

APPENDIX B

Existing Conditions HCM Worksheets

EX AM Wed May 12, 2010 10:46:47 Page 1-1

Existing Conditions
AM Peak
SD Courthouse

Scenario Report

Scenario:	EX AM
Command:	ex-am
Volume:	ex-am
Geometry:	ex
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	ex-am

EX AM Wed May 12, 2010 10:46:48 Page 2-1

Existing Conditions
AM Peak
SD Courthouse

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Ash / Union	A	6.2	0.415	A	6.4	0.453	+ 0.164 D/V
#102 Ash / Front	B	19.9	0.596	C	20.6	0.633	+ 0.691 D/V
#103 1st / A	B	17.2	0.337	B	17.3	0.343	+ 0.082 D/V
#104 B / State	A	9.3	0.397	A	10.0	0.474	+ 0.077 V/C
#105 B / Union	B	10.3	0.452	B	11.6	0.548	+ 0.095 V/C
#106 B / Front	A	6.1	0.389	A	6.1	0.401	-0.038 D/V
#107 C / State	B	10.9	0.000	C	18.4	0.000	+ 7.550 D/V
#108 C / Union	B	10.5	0.000	B	10.8	0.000	+ 0.331 D/V
#109 Broadway / State	A	0.0	0.259	A	0.0	0.274	+ 0.004 D/V
#110 Broadway / Union	A	8.5	0.395	A	9.5	0.416	+ 1.026 D/V

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

EX AM Wed May 12, 2010 10:46:48 Page 3-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Ash / Union

Cycle (sec):	110	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Union St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	15	35	0	0	102	29	0	0	0	207	1444	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	0	0	102	29	0	0	0	207	1444	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	15	35	0	0	103	29	0	0	0	209	1457	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	0	0	103	29	0	0	0	209	1457	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	0	0	103	29	0	0	0	209	1457	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.89	0.89	0.89
Lanes:	0.30	0.70	0.00	0.00	0.78	0.22	0.00	0.00	0.00	0.36	2.52	0.12
Final Sat.:	536	1252	0	0	1435	408	0	0	0	609	4248	206
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:					****						****	
Green Time:	19.0	19.0	0.0	0.0	19.0	19.0	0.0	0.0	0.0	91.0	91.0	91.0
Volume/Cap:	0.16	0.16	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.41	0.41
Delay/Veh:	39.0	39.0	0.0	0.0	41.4	41.4	0.0	0.0	0.0	2.6	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	0.0	0.0	41.4	41.4	0.0	0.0	0.0	2.6	2.6	2.6
LOS by Move:	D	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 4-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Ash / Front

Cycle (sec):	110	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Front St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	10	10	0	0	0	7	10	0
Lanes:	0 0	0	0 0	0	0 2	1 0	0	0 0	0 0	1	1 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	1102	332	0	0	0	485	1404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1102	332	0	0	0	485	1404	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	0	1150	347	0	0	0	506	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1150	347	0	0	0	506	1466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1150	347	0	0	0	506	1466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	1.00
Lanes:	0.00	0.00	0.00	0.00	2.31	0.69	0.00	0.00	0.00	1.03	2.97	0.00
Final Sat.:	0	0	0	0	3847	1159	0	0	0	1706	4940	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.30	0.30	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	55.2	55.2	0.0	0.0	0.0	54.8	54.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	19.9	19.9	0.0	0.0	0.0	20.0	20.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	19.9	19.9	0.0	0.0	0.0	20.0	20.0	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	13	13	0	0	0	13	13	0

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 5-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 1st / A

Cycle (sec):	110	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle:	34	Level Of Service:	B

Street Name:	1st St.						A St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	0	0	0	7	10	0	0	0	0
Lanes:	0 0	2	1 1	0 0	0	0 0	0	1 2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	669	138	0	0	0	304	323	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	669	138	0	0	0	304	323	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	700	144	0	0	0	318	338	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	144	0	0	0	318	338	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	700	144	0	0	0	318	338	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5052	1684	0	0	0	1603	3206	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.09	0.00	0.00	0.00	0.20	0.11	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	45.2	45.2	0.0	0.0	0.0	64.8	64.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.21	0.00	0.00	0.00	0.34	0.18	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	20.9	0.0	0.0	0.0	11.7	10.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	20.9	0.0	0.0	0.0	11.7	10.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	6	3	0	0	0	6	3	0	0	0	0

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 6-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #104 B / State

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	State St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	1 0	0 0	0	0 0	0	1 0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	34	110	36	0	0	0	75	35	0	0	153	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	110	36	0	0	0	75	35	0	0	153	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	35	113	37	0	0	0	77	36	0	0	157	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	113	37	0	0	0	77	36	0	0	157	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	113	37	0	0	0	77	36	0	0	157	176
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	1.83	0.60	0.00	0.00	0.00	0.68	0.32	0.00	0.00	0.47	0.53
Final Sat.:	340	1159	407	0	0	0	489	228	0	0	397	444
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	xxxx	xxxx	xxxx	0.16	0.16	xxxx	xxxx	0.40	0.40
Crit Moves:	****							****				****
Delay/Veh:	9.0	8.7	8.2	0.0	0.0	0.0	8.7	8.7	0.0	0.0	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	8.7	8.2	0.0	0.0	0.0	8.7	8.7	0.0	0.0	9.8	9.8
LOS by Move:	A	A	A	*	*	*	A	A	*	*	A	A
ApproachDel:		8.6			xxxxxx			8.7			9.8	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.6			xxxxxx			8.7			9.8	
LOS by Appr:		A			*			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 7-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #105 B / Union

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Union St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	23	88	18	8	122	79	7	44	23	35	229	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	88	18	8	122	79	7	44	23	35	229	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	92	19	8	127	82	7	46	24	37	239	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	92	19	8	127	82	7	46	24	37	239	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	92	19	8	127	82	7	46	24	37	239	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.68	0.14	0.04	0.58	0.38	0.09	0.60	0.31	0.11	0.74	0.15
Final Sat.:	116	446	91	27	407	264	62	391	204	81	528	111
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.31	0.31	0.31	0.12	0.12	0.12	0.45	0.45	0.45
Crit Moves:		****		****				****			****	
Delay/Veh:	9.3	9.3	9.3	9.8	9.8	9.8	8.6	8.6	8.6	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.8	9.8	9.8	8.6	8.6	8.6	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.3			9.8			8.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.8			8.6			11.4	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 B / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 30 Level Of Service: A

Street Name:	Front St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0	0	0 0 0	0	1	1 1 0	0	0	0 1 0	0	1	0 0 0
Volume Module:												
Base Vol:	0	0	0	40	1240	245	0	43	25	32	69	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	1240	245	0	43	25	32	69	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	43	1341	265	0	46	27	35	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	1341	265	0	46	27	35	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	1341	265	0	46	27	35	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.95	0.95	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	0.08	2.44	0.48	0.00	0.63	0.37	0.32	0.68	0.00
Final Sat.:	0	0	0	132	4100	810	0	1141	664	554	1195	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.04	0.04	0.06	0.06	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	92.4	92.4	92.4	0.0	17.6	17.6	17.6	17.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.25	0.25	0.39	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	2.2	2.2	2.2	0.0	40.9	40.9	42.3	42.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	2.2	2.2	2.2	0.0	40.9	40.9	42.3	42.3	0.0
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	A
HCM2kAvgQ:	0	0	0	5	5	5	0	2	2	4	4	0

Note: Queue reported is the number of cars per lane.

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Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: B[10.9]

Street Name:	State St.						C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 2	1 0	0	0 0	0 0	0	1 1	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	238	14	0	0	0	34	19	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	14	0	0	0	34	19	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	272	16	0	0	0	39	22	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	272	16	0	0	0	39	22	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	99	11	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	795	1076	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	760	1076	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.36	0.01	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.9	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	795	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		10.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 10-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #108 C / Union

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: B[10.5]

Street Name:	Union St.						C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	1 0	0	1 0	0 0	0	1 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	159	40	13	153	0	2	20	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	159	40	13	153	0	2	20	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	176	44	14	169	0	2	22	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	176	44	14	169	0	2	22	12	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	33	17	103	39	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	864	1068	882	857	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	862	1068	711	855	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.20	0.04	0.02	0.20	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	897	842	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.0	0.8	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.3	10.5	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	B	*	*	A	*	*	*	*	*
ApproachDel:		10.3			10.5			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 11-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Broadway / State

Cycle (sec):	110	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	State St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0	0	1! 0	0	0	0	1	0	1	1	0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	64	258	34	48	499	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	64	258	34	48	499	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	0	0	0	70	283	37	53	547	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	70	283	37	53	547	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	70	283	37	53	547	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.93	0.93	0.55	0.90	0.90
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.77	0.23	1.00	1.24	0.76
Final Sat.:	0	1900	0	0	0	0	610	3135	413	1053	2113	1291
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.09	0.09	0.05	0.26	0.26
Crit Moves:											****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	110.0	110	110.0	110.0	110	110.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.09	0.09	0.05	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Vsh:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

EX AM Wed May 12, 2010 10:46:48 Page 12-1

Existing Conditions
AM Peak
SD Courthouse

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #110 Broadway / Union

Cycle (sec):	110	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Union St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0 0	0	0	1! 0	1	0	1	1	0	
Volume Module:												
Base Vol:	0	0	0	42	0	109	13	276	0	0	708	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	109	13	276	0	0	708	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	47	0	121	14	307	0	0	788	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	121	14	307	0	0	788	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	121	14	307	0	0	788	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	1.00	0.84	0.24	0.95	0.95	1.00	0.92	0.92
Lanes:	0.00	1.00	0.00	0.28	0.00	0.72	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	0	1900	0	443	0	1151	458	3610	0	1900	2722	769
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.03	0.09	0.00	0.00	0.29	0.29
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	29.4	0.0	29.4	80.6	80.6	0.0	0.0	80.6	80.6
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.39	0.04	0.12	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	33.6	0.0	33.6	4.1	4.3	0.0	0.0	5.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.6	0.0	33.6	4.1	4.3	0.0	0.0	5.6	5.6
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	2	0	0	7	7

Note: Queue reported is the number of cars per lane.

APPENDIX C

Existing Plus Project Conditions HCM Worksheets

EX+P AM Mon May 3, 2010 09:47:34 Page 1-1

Existing Plus Project
AM Peak
SD Courthouse Project

Scenario Report

Scenario:	EX+P AM
Command:	ex+P
Volume:	ex-am
Geometry:	ex
Impact Fee:	Default Impact Fee
Trip Generation:	proj
Trip Distribution:	distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	ex+P

EX+P AM Mon May 3, 2010 09:47:34 Page 2-1

Existing Plus Project
AM Peak
SD Courthouse Project

Trip Generation Report
With Project / Less MB/FL Trips
Forecast for am project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking 1	34.00	Courthouse	0.84	0.16	29	5	34	11.8
1	Parking 1	180.00	MB/FL Reassign	0.90	0.10	162	18	180	62.7
	Zone 1 Subtotal					191	23	214	74.6
2	Parking 2	100.00	Trip Distribut	0.00	0.00	0	0	0	0.0
2	Parking 2	34.00	Courthouse	0.84	0.16	29	5	34	11.8
2	Parking 2	181.00	MB/FL Reassign	0.90	0.10	163	18	181	63.1
	Zone 2 Subtotal					192	23	215	74.9
5		-361.00	Madge Bradley	0.90	0.10	-325	-36	-361	-125.
5		219.00	New Office Use	0.90	0.10	197	22	219	76.3
	Zone 5 Subtotal					-128	-14	-142	-49.5
TOTAL						255	32	287	100.0

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Existing Plus Project
AM Peak
SD Courthouse Project

Trip Distribution Report

Percent Of Trips project

Zone	To Gates 1	2	3	4	5	6	7	10	11	13	16
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0	4.0

Zone	To Gates 18	19	20
1	0.0	4.0	4.0
2	0.0	4.0	4.0
5	0.0	4.0	0.0

EX+P AM Mon May 3, 2010 09:47:34 Page 4-1

Existing Plus Project
AM Peak
SD Courthouse Project

Turning Movement Report
am project

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#101 Ash / Union													
Base	15	35	0	0	102	29	0	0	0	207	1444	70	1902
Added	2	2	0	0	10	0	0	0	0	113	58	-1	184
Total	17	37	0	0	112	29	0	0	0	320	1502	69	2086
#102 Ash / Front													
Base	0	0	0	0	1102	332	0	0	0	485	1404	0	3323
Added	0	0	0	0	-10	86	0	0	0	27	84	0	187
Total	0	0	0	0	1092	418	0	0	0	512	1488	0	3510
#103 1st / A													
Base	0	669	138	0	0	0	304	323	0	0	0	0	1434
Added	0	3	-16	0	0	0	10	-60	0	0	0	0	-63
Total	0	672	122	0	0	0	314	263	0	0	0	0	1371
#104 B / State													
Base	34	110	36	0	0	0	75	35	0	0	153	171	614
Added	1	10	12	0	0	0	0	0	0	0	65	0	88
Total	35	120	48	0	0	0	75	35	0	0	218	171	702
#105 B / Union													
Base	23	88	18	8	122	79	7	44	23	35	229	48	724
Added	0	37	0	0	7	8	0	7	6	0	58	0	123
Total	23	125	18	8	129	87	7	51	29	35	287	48	847
#106 B / Front													
Base	0	0	0	40	1240	245	0	43	25	32	69	0	1694
Added	0	0	0	0	-2	58	0	7	0	0	0	0	63
Total	0	0	0	40	1238	303	0	50	25	32	69	0	1757
#107 C / State													
Base	0	238	14	0	0	0	34	19	0	0	0	0	305
Added	0	56	0	0	0	0	136	0	0	0	0	0	192
Total	0	294	14	0	0	0	170	19	0	0	0	0	497
#108 C / Union													
Base	0	159	40	13	153	0	2	20	11	0	0	0	398
Added	0	37	0	0	12	0	0	0	0	0	0	0	49
Total	0	196	40	13	165	0	2	20	11	0	0	0	447
#109 Broadway / State													
Base	0	0	0	0	0	0	64	258	34	48	499	305	1208
Added	0	0	0	0	0	0	8	3	0	0	0	48	59
Total	0	0	0	0	0	0	72	261	34	48	499	353	1267

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Existing Plus Project
AM Peak
SD Courthouse Project

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#110 Broadway / Union													
Base	0	0	0	42	0	109	13	276	0	0	708	200	1348
Added	25	8	0	5	4	3	8	-5	0	0	21	21	90
Total	25	8	0	47	4	112	21	271	0	0	729	221	1438

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Existing Plus Project
AM Peak
SD Courthouse Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#101 Ash / Union	A	6.2	0.415	A	6.2	0.456	+ 0.036 D/V
#102 Ash / Front	B	19.9	0.596	C	20.6	0.631	+ 0.626 D/V
#103 1st / A	B	17.2	0.337	B	17.6	0.346	+ 0.408 D/V
#104 B / State	A	9.3	0.397	B	10.2	0.488	+ 0.092 V/C
#105 B / Union	B	10.3	0.452	B	11.8	0.560	+ 0.108 V/C
#106 B / Front	A	6.1	0.389	A	6.1	0.403	-0.016 D/V
#107 C / State	B	10.9	0.000	C	21.5	0.000	+10.604 D/V
#108 C / Union	B	10.5	0.000	B	10.7	0.000	+ 0.241 D/V
#109 Broadway / State	A	0.0	0.259	A	0.0	0.276	+ 0.004 D/V
#110 Broadway / Union	A	8.5	0.395	A	9.4	0.418	+ 0.921 D/V

EX+P AM Mon May 3, 2010 09:47:35 Page 6-1

Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #101 Ash / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 26 Level Of Service: A

Street Name:	Union St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Lanes:	0	1	0	0	0	0	0	1	0	0	1	1	1	0
Volume Module:												
Base Vol:	15	35	0	0	102	29	0	0	0	207	1444	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	0	0	102	29	0	0	0	207	1444	70
Added Vol:	2	2	0	0	10	0	0	0	0	113	58	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	37	0	0	112	29	0	0	0	320	1502	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	17	37	0	0	113	29	0	0	0	323	1516	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	37	0	0	113	29	0	0	0	323	1516	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	37	0	0	113	29	0	0	0	323	1516	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	0.31	0.69	0.00	0.00	0.79	0.21	0.00	0.00	0.00	0.51	2.38	0.11
Final Sat.:	566	1232	0	0	1467	380	0	0	0	852	3997	184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.38	0.38	0.38
Crit Moves:					****						****	
Green Time:	18.6	18.6	0.0	0.0	18.6	18.6	0.0	0.0	0.0	91.4	91.4	91.4
Volume/Cap:	0.18	0.18	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.46	0.46
Delay/Veh:	39.5	39.5	0.0	0.0	42.2	42.2	0.0	0.0	0.0	2.6	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.5	0.0	0.0	42.2	42.2	0.0	0.0	0.0	2.6	2.6	2.6
LOS by Move:	D	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	5	5	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

EX+P AM Mon May 3, 2010 09:47:35 Page 7-1

Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Ash / Front

Cycle (sec): 110 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 62 Level Of Service: C

Street Name:	Front St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	10	10	0	0	0	7	10	0
Lanes:	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	1	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	1102	332	0	0	0	485	1404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1102	332	0	0	0	485	1404	0
Added Vol:	0	0	0	0	-10	86	0	0	0	27	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1092	418	0	0	0	512	1488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	0	1140	436	0	0	0	534	1553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1140	436	0	0	0	534	1553	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1140	436	0	0	0	534	1553	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	1.02	2.98	0.00
Final Sat.:	0	0	0	0	3594	1376	0	0	0	1703	4950	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.31	0.31	0.00
Crit Moves:					****					****		
Green Time:	0.0	0.0	0.0	0.0	55.3	55.3	0.0	0.0	0.0	54.7	54.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	20.4	20.4	0.0	0.0	0.0	20.7	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	20.4	20.4	0.0	0.0	0.0	20.7	20.7	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	14	14	0	0	0	14	14	0

Note: Queue reported is the number of cars per lane.

EX+P AM Mon May 3, 2010 09:47:35 Page 8-1

Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #103 1st / A

Cycle (sec):	110	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	35	Level Of Service:	B

Street Name:	1st St.						A St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	0	0	0	7	10	0	0	0	0
Lanes:	0	0 2	1 1	0	0 0	0 0	0	1 2	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	669	138	0	0	0	304	323	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	669	138	0	0	0	304	323	0	0	0	0
Added Vol:	0	3	-16	0	0	0	10	-60	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	672	122	0	0	0	314	263	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	703	128	0	0	0	328	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	703	128	0	0	0	328	275	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	703	128	0	0	0	328	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5068	1689	0	0	0	1587	3174	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.08	0.00	0.00	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	44.1	44.1	0.0	0.0	0.0	65.9	65.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.19	0.00	0.00	0.00	0.35	0.14	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	21.3	0.0	0.0	0.0	11.3	9.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	21.3	0.0	0.0	0.0	11.3	9.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	6	3	0	0	0	6	2	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #104 B / State

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	State St.									B St.		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	1 0	0	0 0	0 0	0	1 0	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	34	110	36	0	0	0	75	35	0	0	153	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	110	36	0	0	0	75	35	0	0	153	171
Added Vol:	1	10	12	0	0	0	0	0	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	120	48	0	0	0	75	35	0	0	218	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	36	123	49	0	0	0	77	36	0	0	224	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	123	49	0	0	0	77	36	0	0	224	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	123	49	0	0	0	77	36	0	0	224	176
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	1.77	0.71	0.00	0.00	0.00	0.68	0.32	0.00	0.00	0.56	0.44
Final Sat.:	302	1083	471	0	0	0	473	221	0	0	459	360
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.10	xxxx	xxxx	xxxx	0.16	0.16	xxxx	xxxx	0.49	0.49
Crit Moves:	****						****					****
Delay/Veh:	9.3	8.9	8.3	0.0	0.0	0.0	8.9	8.9	0.0	0.0	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	8.9	8.3	0.0	0.0	0.0	8.9	8.9	0.0	0.0	11.2	11.2
LOS by Move:	A	A	A	*	*	*	A	A	*	*	B	B
ApproachDel:		8.9			xxxxxx			8.9			11.2	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.9			xxxxxx			8.9			11.2	
LOS by Appr:		A			*			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.9	0.9	0.9

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Existing Plus Project
AM Peak
SD Courthouse Project

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 B / Union

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Union St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	23	88	18	8	122	79	7	44	23	35	229	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	88	18	8	122	79	7	44	23	35	229	48
Added Vol:	0	37	0	0	7	8	0	7	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	125	18	8	129	87	7	51	29	35	287	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	130	19	8	135	91	7	53	30	37	300	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	130	19	8	135	91	7	53	30	37	300	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	130	19	8	135	91	7	53	30	37	300	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.75	0.11	0.03	0.58	0.39	0.08	0.59	0.33	0.09	0.78	0.13
Final Sat.:	85	463	67	23	376	253	49	358	204	65	535	89
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.36	0.36	0.36	0.15	0.15	0.15	0.56	0.56	0.56
Crit Moves:		****		****			****				****	
Delay/Veh:	10.3	10.3	10.3	10.7	10.7	10.7	9.1	9.1	9.1	13.7	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.7	10.7	10.7	9.1	9.1	9.1	13.7	13.7	13.7
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		10.3			10.7			9.1			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			10.7			9.1			13.7	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.1	0.1	0.1	1.1	1.1	1.1

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Existing Plus Project
AM Peak
SD Courthouse Project

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #106 B / Front

Cycle (sec):	110	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Front St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	40	1240	245	0	43	25	32	69	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	1240	245	0	43	25	32	69	0
Added Vol:	0	0	0	0	-2	58	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	1238	303	0	50	25	32	69	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	43	1338	328	0	54	27	35	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	1338	328	0	54	27	35	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	1338	328	0	54	27	35	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.96	0.96	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	0.08	2.35	0.57	0.00	0.67	0.33	0.32	0.68	0.00
Final Sat.:	0	0	0	127	3928	961	0	1210	605	558	1203	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.04	0.04	0.06	0.06	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	93.1	93.1	93.1	0.0	16.9	16.9	16.9	16.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.29	0.29	0.40	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	2.0	2.0	2.0	0.0	41.8	41.8	43.0	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	2.0	2.0	2.0	0.0	41.8	41.8	43.0	43.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	A
HCM2kAvgQ:	0	0	0	5	5	5	0	3	3	4	4	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 16.8 Worst Case Level Of Service: C[21.5]

Street Name:	State St.									C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	2 1 0	0	0	0 0 0	0	1	1 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	238	14	0	0	0	34	19	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	14	0	0	0	34	19	0	0	0	0
Added Vol:	0	56	0	0	0	0	136	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	294	14	0	0	0	170	19	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	336	16	0	0	0	194	22	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	336	16	0	0	0	194	22	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	410	11	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	535	1076	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	405	1076	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.83	0.01	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	2.9	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	24.3	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	C	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	440	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.2	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	16.5	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	*	B	*	*	*	*	*
ApproachDel:		21.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #108 C / Union

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: B[10.7]

Street Name:	Union St.									C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 1 0	0	1	0 0 0	0	1	0 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	159	40	13	153	0	2	20	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	159	40	13	153	0	2	20	11	0	0	0
Added Vol:	0	37	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	40	13	165	0	2	20	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	217	44	14	182	0	2	22	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	217	44	14	182	0	2	22	12	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	33	17	124	39	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	864	1068	855	857	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	862	1068	660	855	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.25	0.04	0.02	0.21	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	891	837	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.2	0.9	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.7	10.6	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	B	*	*	A	*	*	*	*	*
ApproachDel:		10.7			10.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #109 Broadway / State

Cycle (sec): 110 Critical Vol./Cap.(X): 0.276
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

Street Name:	State St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	64	258	34	48	499	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	64	258	34	48	499	305
Added Vol:	0	0	0	0	0	0	8	3	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	72	261	34	48	499	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	0	0	0	79	286	37	53	547	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	79	286	37	53	547	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	79	286	37	53	547	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.93	0.93	0.55	0.89	0.89
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.77	0.23	1.00	1.17	0.83
Final Sat.:	0	1900	0	0	0	0	583	3140	409	1049	1983	1403
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.09	0.09	0.05	0.28	0.28
Crit Moves:											****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	110.0	110	110.0	110.0	110	110.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.09	0.09	0.05	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #110 Broadway / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 25 Level Of Service: A

Street Name:	Union St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	42	0	109	13	276	0	0	708	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	109	13	276	0	0	708	200
Added Vol:	25	8	0	5	4	3	8	-5	0	0	21	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	8	0	47	4	112	21	271	0	0	729	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	28	9	0	52	4	125	23	301	0	0	811	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	9	0	52	4	125	23	301	0	0	811	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	9	0	52	4	125	23	301	0	0	811	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	1.00	0.83	0.83	0.83	0.23	0.95	0.95	1.00	0.92	0.92
Lanes:	0.76	0.24	0.00	0.29	0.02	0.69	1.00	2.00	0.00	1.00	1.53	0.47
Final Sat.:	1162	372	0	455	39	1085	428	3610	0	1900	2673	810
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.11	0.11	0.11	0.05	0.08	0.00	0.00	0.30	0.30
Crit Moves:					****						****	
Green Time:	30.2	30.2	0.0	30.2	30.2	30.2	79.8	79.8	0.0	0.0	79.8	79.8
Volume/Cap:	0.09	0.09	0.00	0.42	0.42	0.42	0.08	0.12	0.00	0.00	0.42	0.42
Delay/Veh:	29.7	29.7	0.0	33.3	33.3	33.3	4.5	4.5	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	0.0	33.3	33.3	33.3	4.5	4.5	0.0	0.0	6.1	6.1
LOS by Move:	C	C	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	5	5	5	0	2	0	0	7	7

Note: Queue reported is the number of cars per lane.

APPENDIX D

Cumulative Conditions
Growth Factor Calculation Worksheets

SAN DIEGO COURTHOUSE

Daily Traffic Volume Calculations

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing ADT	V/C	LOS	% trips	Project Trips	Ex+P	V/C	LOS	Growth to 2013	Cum Volume	Ex+C	V/C	LOS	Ex+C+P	V/C	LOS	change in V/C
	Columbia Street to State St.	Major one-way (3)	25,000	11,660	0.47	B	10%	85.5	11,746	0.47	B	1.05	558	12,218	0.49	B	12,304	0.49	B	0.00
	State Street to Union Street	Major one-way (3)	25,000	12,100	0.48	B	10%	85.5	12,186	0.49	B	1.04	531	12,631	0.51	B	12,716	0.51	B	0.00
	Union Street to Front Street *	Major one-way (3)	25,000	13,474	0.54	B	23%	196.65	13,670	0.55	B	1.04	596	14,070	0.56	C	14,267	0.57	C	0.01
Ash Street	Front Street to First Avenue	Major one-way (3)	25,000	14,847	0.59	C	15%	128.25	14,975	0.60	C	1.05	804	15,651	0.63	C	15,779	0.63	C	0.01
	Columbia Street to State St.	Major one-way (3)	25,000	8,740	0.35	A	2%	17.1	8,757	0.35	A	1.09	759	9,499	0.38	A	9,516	0.38	A	0.00
	State Street to Union Street*	Major one-way (3)	25,000	8,422	0.34	A	26%	222.3	8,644	0.35	A	1.08	654	9,076	0.36	A	9,256	0.37	A	0.01
	Union Street to Front Street*	Major one-way (3)	25,000	11,462	0.46	B	23%	196.65	11,658	0.47	B	1.06	696	12,157	0.49	B	12,354	0.49	B	0.01
A Street	Front Street to First Avenue	Major one-way (3)	25,000	12,630	0.51	B	15%	128.25	12,758	0.51	B	1.07	824	13,454	0.54	B	13,582	0.54	B	0.01
	Columbia Street to State St.	Local (2)	8,000	4,812	0.6	C	10%	85.5	4,898	0.61	C	1.09	418	5,230	0.65	D	5,315	0.66	D	0.01
	State Street to Union Street *	Local (2)	8,000	4,994	0.62	C	22%	188.1	5,182	0.65	D	1.08	420	5,414	0.68	D	5,602	0.70	D	0.02
B Street	Union Street to Front Street	Local (2)	8,000	3,536	0.44	C	15%	128.25	3,664	0.46	C	1.11	372	3,908	0.49	C	4,036	0.50	C	0.02
C Street	Columbia Street to State St.	Local one-way (2)	8,000	1,100	0.14	A	18%	153.9	1,254	0.16	A	1.12	134	1,234	0.15	A	1,388	0.17	A	0.02
	Kettner Blvd. to India Street	Collector (4)	30,000	14,070	0.47	C	4%	34.2	14,104	0.47	C	1.08	1,151	15,221	0.51	C	15,255	0.51	C	0.00
	Union Street to Front Street	Collector (4)	30,000	16,130	0.54	C	6%	51.3	16,181	0.54	C	1.07	1,098	17,228	0.57	C	17,279	0.58	C	0.00
Broadway	Front Street to First Avenue	Collector (4)	30,000	20,754	0.69	D	6%	51.3	20,805	0.69	D	1.06	1,177	21,931	0.73	D	21,982	0.73	D	0.00
	Ash Street to A Street	Local one-way (3)	10,000	2,190	0.22	A	2%	17.1	2,207	0.22	A	1.10	215	2,405	0.24	A	2,422	0.24	A	0.00
	B Street to C Street	Local one-way (3)	10,000	3,800	0.38	A	50%	427.5	4,228	0.42	B	1.01	29	3,829	0.38	A	4,256	0.43	B	0.04
State Street	C Street to Broadway	Local one-way (3)	10,000	3,221	0.32	A	7%	59.85	3,281	0.33	A	1.08	268	3,489	0.35	A	3,549	0.35	A	0.01
	Ash Street to A Street	Major one-way (3)	25,000	16,025	0.64	C	8%	68.4	16,093	0.64	C	1.04	576	16,601	0.66	C	16,670	0.67	C	0.00
Front Street	A Street to B Street	Major one-way (3)	25,000	14,532	0.58	C	8%	68.4	14,600	0.58	C	1.00	68	14,600	0.58	C	14,668	0.59	C	0.00
	Ash Street to A Street	Major one-way (3)	25,000	19,860	0.79	C	15%	128.25	19,988	0.80	C	1.01	162	20,022	0.80	D	20,150	0.81	D	0.01
1st Avenue	A Street to B Street	Major one-way (3)	25,000	15,849	0.63	C	8%	68.4	15,917	0.64	C	1.02	266	16,135	0.65	C	16,203	0.65	D	0.00

TRIP GENERATION =

134 New Trips
721 Redistributed Trips
855 TOTAL

* Estimated Volume from SANDAG & Existing Count Data

From Traffic Model

2030	Net from Existing	Change per year	Per Year Growth	Growth Factor
17,000	5,340	267	2%	1.05
17,000	4,900	245	1%	1.04
19,000	5,527	276	1%	1.04
23,000	8,153	408	2%	1.05
26,000	11,260	563	3%	1.09
17,000	8,578	429	3%	1.08
16,000	7,536	377	2%	1.06
22,000	9,370	469	2%	1.07
11,000	6,188	309	3%	1.09
11,000	6,006	300	3%	1.08
15,000	7,464	373	3%	1.11
9,000	3,900	195	4%	1.12
30,000	15,830	797	3%	1.08
29,000	12,870	644	2%	1.07
33,000	12,246	612	2%	1.06
6,000	3,810	191	3%	1.10
4,000	200	10	0%	1.01
7,000	3,778	189	3%	1.08
21,000	4,975	249	1%	1.04
15,000	468	23	0%	1.00
21,000	1,140	57	0%	1.01
18,000	2,151	108	1%	1.02

APPENDIX E

Cumulative Conditions
HCM Worksheets

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Scenario Report

Scenario:	EX+C AM
Command:	cum-am
Volume:	cum-am
Geometry:	ex
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	cum-am

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Trip Distribution Report

Percent Of Trips project

	To Gates										
Zone	1	2	3	4	5	6	7	10	11	13	16
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0	4.0

	To Gates		
Zone	18	19	20
1	0.0	4.0	4.0
2	0.0	4.0	4.0
5	0.0	4.0	0.0

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
101	Ash / Union	16	36	0	0	106	30	0	0	0	215	1502	73
102	Ash / Front	0	0	0	0	1146	345	0	0	0	504	1460	0
103	1st / A	0	702	145	0	0	0	319	339	0	0	0	0
104	B / State	37	119	39	0	0	0	81	38	0	0	165	185
105	B / Union	23	88	18	8	122	79	7	44	23	35	229	48
106	B / Front	0	0	0	40	1240	245	0	43	25	32	69	0
107	C / State	0	255	15	0	0	0	36	20	0	0	0	0
108	C / Union	0	170	43	14	164	0	2	21	12	0	0	0
109	Broadway / St	108	11	108	0	0	0	69	279	37	52	539	329
110	Broadway / Un	107	107	27	45	107	117	14	295	11	11	758	214

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
101	Ash / Union	16	36	0	0	106	30	0	0	0	215	1502	73
102	Ash / Front	0	0	0	0	1146	345	0	0	0	504	1460	0
103	1st / A	0	702	145	0	0	0	319	339	0	0	0	0
104	B / State	37	119	39	0	0	0	81	38	0	0	165	185
105	B / Union	23	88	18	8	122	79	7	44	23	35	229	48
106	B / Front	0	0	0	40	1240	245	0	43	25	32	69	0
107	C / State	0	255	15	0	0	0	36	20	0	0	0	0
108	C / Union	0	170	43	14	164	0	2	21	12	0	0	0
109	Broadway / St	108	11	108	0	0	0	69	279	37	52	539	329
110	Broadway / Un	107	107	27	45	107	117	14	295	11	11	758	214

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Ash / Union	A	6.3	0.431	A	6.3	0.431	+ 0.000 D/V
#102 Ash / Front	C	20.4	0.620	C	20.4	0.620	+ 0.000 D/V
#103 1st / A	B	17.3	0.354	B	17.3	0.354	+ 0.000 D/V
#104 B / State	A	9.6	0.433	A	9.6	0.433	+ 0.000 V/C
#105 B / Union	B	10.3	0.452	B	10.3	0.452	+ 0.000 V/C
#106 B / Front	A	6.2	0.409	A	6.2	0.409	+ 0.000 D/V
#107 C / State	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
#108 C / Union	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V
#109 Broadway / State	B	11.6	0.429	B	11.6	0.429	+ 0.000 D/V
#110 Broadway / Union	B	15.8	0.515	B	15.8	0.515	+ 0.000 D/V

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 Ash / Union

Cycle (sec): 110 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 25 Level Of Service: A

Street Name:	Union St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	15	35	0	0	102	29	0	0	0	207	1444	70
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	36	0	0	106	30	0	0	0	215	1502	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	16	37	0	0	107	30	0	0	0	217	1515	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	37	0	0	107	30	0	0	0	217	1515	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	37	0	0	107	30	0	0	0	217	1515	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	1.00	0.97	0.97	1.00	1.00	1.00	0.89	0.89	0.89
Lanes:	0.30	0.70	0.00	0.00	0.78	0.22	0.00	0.00	0.00	0.36	2.52	0.12
Final Sat.:	538	1256	0	0	1435	408	0	0	0	609	4248	206
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:					****						****	
Green Time:	19.0	19.0	0.0	0.0	19.0	19.0	0.0	0.0	0.0	91.0	91.0	91.0
Volume/Cap:	0.17	0.17	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43
Delay/Veh:	39.0	39.0	0.0	0.0	41.6	41.6	0.0	0.0	0.0	2.6	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	0.0	0.0	41.6	41.6	0.0	0.0	0.0	2.6	2.6	2.6
LOS by Move:	D	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Ash / Front

Cycle (sec):	110			Critical Vol./Cap.(X):			0.620							
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			20.4							
Optimal Cycle:	60			Level Of Service:			C							
Street Name:	Front St.						Ash St.							
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	10	10	0	0	0	7	10	0		
Lanes:	0	0	0	0	0	2	1	0	0	0	0	0	1	1	2	0	0	
Volume Module:														
Base Vol:	0	0	0	0	1102	332	0	0	0	485	1404	0		
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04		
Initial Bse:	0	0	0	0	1146	345	0	0	0	504	1460	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
PHF Volume:	0	0	0	0	1196	360	0	0	0	527	1524	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	1196	360	0	0	0	527	1524	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	0	1196	360	0	0	0	527	1524	0		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	1.00	1.00	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.87	0.87	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.31	0.69	0.00	0.00	0.00	1.03	2.97	0.00		
Final Sat.:	0	0	0	0	3847	1159	0	0	0	1706	4940	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.31	0.31	0.00		
Crit Moves:					****					****				
Green Time:	0.0	0.0	0.0	0.0	55.2	55.2	0.0	0.0	0.0	54.8	54.8	0.0		
Volume/Cap:	0.00	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.62	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	20.3	20.3	0.0	0.0	0.0	20.4	20.4	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0	0.0	20.3	20.3	0.0	0.0	0.0	20.4	20.4	0.0		
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A		
HCM2kAvgQ:	0	0	0	0	14	14	0	0	0	14	14	0		

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 1st / A

Cycle (sec):	110			Critical Vol./Cap.(X):			0.354							
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			17.3							
Optimal Cycle:	35			Level Of Service:			B							
Street Name:	1st St.						A St.							
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	10	10	0	0	0	7	10	0	0	0	0		
Lanes:	0	0	2	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	
Volume Module:														
Base Vol:	0	669	138	0	0	0	304	323	0	0	0	0		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	0	702	145	0	0	0	319	339	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
PHF Volume:	0	735	152	0	0	0	334	355	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	735	152	0	0	0	334	355	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	735	152	0	0	0	334	355	0	0	0	0		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	1.00	0.89	0.89	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	1.00		
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00		
Final Sat.:	0	5052	1684	0	0	0	1603	3206	0	0	0	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.15	0.09	0.00	0.00	0.00	0.21	0.11	0.00	0.00	0.00	0.00		
Crit Moves:		****					****							
Green Time:	0.0	45.2	45.2	0.0	0.0	0.0	64.8	64.8	0.0	0.0	0.0	0.0		
Volume/Cap:	0.00	0.35	0.22	0.00	0.00	0.00	0.35	0.19	0.00	0.00	0.00	0.00		
Delay/Veh:	0.0	22.4	21.0	0.0	0.0	0.0	11.9	10.5	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	22.4	21.0	0.0	0.0	0.0	11.9	10.5	0.0	0.0	0.0	0.0		
LOS by Move:	A	C	C	A	A	A	B	B	A	A	A	A		
HCM2kAvgQ:	0	6	4	0	0	0	6	3	0	0	0	0		

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #104 B / State

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	State St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	34	110	36	0	0	0	75	35	0	0	153	171
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	37	119	39	0	0	0	81	38	0	0	165	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	38	122	40	0	0	0	83	39	0	0	170	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	122	40	0	0	0	83	39	0	0	170	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	122	40	0	0	0	83	39	0	0	170	190
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	1.83	0.60	0.00	0.00	0.00	0.68	0.32	0.00	0.00	0.47	0.53
Final Sat.:	334	1140	400	0	0	0	481	224	0	0	392	438
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.10	xxxx	xxxx	xxxx	0.17	0.17	xxxx	xxxx	0.43	0.43
Crit Moves:	****							****			****	
Delay/Veh:	9.2	8.8	8.3	0.0	0.0	0.0	8.9	8.9	0.0	0.0	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	8.8	8.3	0.0	0.0	0.0	8.9	8.9	0.0	0.0	10.3	10.3
LOS by Move:	A	A	A	*	*	*	A	A	*	*	B	B
ApproachDel:		8.8			xxxxxx			8.9			10.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		8.8			xxxxxx			8.9			10.3	
LOS by Appr:		A			*			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #105 B / Union

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Union St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	23	88	18	8	122	79	7	44	23	35	229	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	88	18	8	122	79	7	44	23	35	229	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	92	19	8	127	82	7	46	24	37	239	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	92	19	8	127	82	7	46	24	37	239	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	92	19	8	127	82	7	46	24	37	239	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.68	0.14	0.04	0.58	0.38	0.09	0.60	0.31	0.11	0.74	0.15
Final Sat.:	116	446	91	27	407	264	62	391	204	81	528	111
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.31	0.31	0.31	0.12	0.12	0.12	0.45	0.45	0.45
Crit Moves:		****		****				****			****	
Delay/Veh:	9.3	9.3	9.3	9.8	9.8	9.8	8.6	8.6	8.6	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.8	9.8	9.8	8.6	8.6	8.6	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.3			9.8			8.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.8			8.6			11.4	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 B / Front

Cycle (sec):	110	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Front St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	1240	245	0	43	25	32	69	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	1240	245	0	43	25	32	69	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	45	1408	278	0	49	28	36	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	1408	278	0	49	28	36	78	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	45	1408	278	0	49	28	36	78	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.95	0.95	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	0.08	2.44	0.48	0.00	0.63	0.37	0.32	0.68	0.00
Final Sat.:	0	0	0	132	4100	810	0	1141	664	555	1197	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.04	0.04	0.07	0.07	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	92.4	92.4	92.4	0.0	17.6	17.6	17.6	17.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.27	0.27	0.41	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	2.2	2.2	2.2	0.0	41.0	41.0	42.5	42.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	2.2	2.2	2.2	0.0	41.0	41.0	42.5	42.5	0.0
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	A
HCM2kAvgQ:	0	0	0	5	5	5	0	2	2	4	4	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: B[11.1]

Street Name:	State St.									C St.					
Approach:	North Bound					South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	238	14			0	0	0			34	19	0			0	0	0		
Growth Adj:	1.07	1.07	1.07			1.07	1.07	1.07			1.07	1.07	1.07			1.07	1.07	1.07		
Initial Bse:	0	255	15			0	0	0			36	20	0			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.88	0.88	0.88			0.88	0.88	0.88			0.88	0.88	0.88			0.88	0.88	0.88		
PHF Volume:	0	291	17			0	0	0			42	23	0			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	291	17			0	0	0			42	23	0			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	106	12	xxxx	xxxx	xxxxx					0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	788	1075	xxxx	xxxx	xxxxx					900	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	750	1075	xxxx	xxxx	xxxxx					900	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	0.39	0.02	xxxx	xxxx	xxxx					0.05	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	1.0	xxxxx	xxxx	xxxx	xxxxx					0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx					9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	B	*	*	*	*					A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	786	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx					0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx					9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	B	*	*	*					A	*	*	*	*	*				
ApproachDel:	11.1			xxxxxx							xxxxxx			xxxxxx						
ApproachLOS:	B			*							*			*						

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #108 C / Union

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: B[10.6]

Street Name:	Union St.						C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 1 0	0	1	0 0 0	0	1	0 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	159	40	13	153	0	2	20	11	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	170	43	14	164	0	2	21	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	188	47	15	181	0	2	24	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	188	47	15	181	0	2	24	13	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	35	18	111	41	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	862	1066	872	855	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	859	1066	692	852	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.22	0.04	0.02	0.21	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx	xxxx	894	837	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.1	0.9	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.5	10.6	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	B	*	*	A	*	*	*	*	*
ApproachDel:	10.5			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Broadway / State

Cycle (sec):	110	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	33	Level Of Service:	B

Street Name:	State St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0	0	1! 0	0	0	0 0 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	100	10	100	0	0	0	64	258	34	48	499	305
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	108	11	108	0	0	0	69	279	37	52	539	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	12	118	0	0	0	76	306	40	57	591	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	12	118	0	0	0	76	306	40	57	591	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	12	118	0	0	0	76	306	40	57	591	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	1.00	1.00	1.00	0.24	0.93	0.93	0.51	0.90	0.90
Lanes:	0.47	0.05	0.48	0.00	0.00	0.00	1.00	1.77	0.23	1.00	1.24	0.76
Final Sat.:	793	79	793	0	0	0	456	3135	413	967	2113	1291
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.17	0.10	0.10	0.06	0.28	0.28
Crit Moves:	****										****	
Green Time:	38.3	38.3	38.3	0.0	0.0	0.0	71.7	71.7	71.7	71.7	71.7	71.7
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.25	0.15	0.15	0.09	0.43	0.43
Delay/Veh:	28.0	28.0	28.0	0.0	0.0	0.0	8.5	7.4	7.4	7.1	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	28.0	0.0	0.0	0.0	8.5	7.4	7.4	7.1	9.4	9.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	7	0	0	0	1	2	2	1	8	8

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Conditions
AM Peak
SD Courthouse Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #110 Broadway / Union

Cycle (sec):	110	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Union St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	100	100	25	42	100	109	13	276	10	10	708	200
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	107	27	45	107	117	14	295	11	11	758	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	119	119	30	50	119	130	15	328	12	12	843	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	119	30	50	119	130	15	328	12	12	843	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	119	30	50	119	130	15	328	12	12	843	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.86	0.86	0.86	0.18	0.95	0.95	0.51	0.92	0.92
Lanes:	0.45	0.44	0.11	0.17	0.40	0.43	1.00	1.93	0.07	1.00	1.56	0.44
Final Sat.:	580	580	145	274	653	712	348	3466	126	960	2722	769
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.18	0.18	0.18	0.04	0.09	0.09	0.01	0.31	0.31
Crit Moves:		****									****	
Green Time:	43.9	43.9	43.9	43.9	43.9	43.9	66.1	66.1	66.1	66.1	66.1	66.1
Volume/Cap:	0.51	0.51	0.51	0.46	0.46	0.46	0.07	0.16	0.16	0.02	0.51	0.51
Delay/Veh:	25.9	25.9	25.9	24.8	24.8	24.8	9.3	9.7	9.7	8.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	24.8	24.8	24.8	9.3	9.7	9.7	8.9	12.9	12.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	7	7	7	8	8	8	0	3	3	0	11	11

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Scenario Report

Scenario:	EX+C+P AM
Command:	proj-am
Volume:	cum-am
Geometry:	ex
Impact Fee:	Default Impact Fee
Trip Generation:	proj
Trip Distribution:	zone4am
Paths:	Default Path
Routes:	Default Route
Configuration:	proj-am

EX+C+P AM Wed Apr 28, 2010 11:17:59 Page 2-1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Trip Generation Report
With Project / Less MB/FL Trips
Forecast for am project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Parking 1	34.00	Courthouse	0.84	0.16	29	5	34	11.8
1	Parking 1	180.00	MB/FL Reassign	0.90	0.10	162	18	180	62.7
	Zone 1 Subtotal					191	23	214	74.6
2	Parking 2	100.00	Trip Distribut	0.00	0.00	0	0	0	0.0
2	Parking 2	34.00	Courthouse	0.84	0.16	29	5	34	11.8
2	Parking 2	181.00	MB/FL Reassign	0.90	0.10	163	18	181	63.1
	Zone 2 Subtotal					192	23	215	74.9
5		-361.00	Madge Bradley	0.90	0.10	-325	-36	-361	-125.
5		219.00	New Office Use	0.90	0.10	197	22	219	76.3
	Zone 5 Subtotal					-128	-14	-142	-49.5
TOTAL						255	32	287	100.0

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Trip Distribution Report

Percent Of Trips project

	To Gates										
	1	2	3	4	5	6	7	10	11	13	16
Zone											
1	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
2	4.0	4.0	4.0	30.0	30.0	30.0	30.0	11.0	0.0	13.0	4.0
5	4.0	0.0	4.0	30.0	0.0	30.0	0.0	11.0	0.0	13.0	4.0

	To Gates		
	18	19	20
Zone			
1	0.0	4.0	4.0
2	0.0	4.0	4.0
5	0.0	4.0	0.0

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Ash / Union	A	6.3	0.440	A	6.4	0.483	+ 0.052 D/V
#102 Ash / Front	C	20.6	0.632	C	21.3	0.668	+ 0.696 D/V
#103 1st / A	B	17.4	0.361	B	17.8	0.370	+ 0.389 D/V
#104 B / State	A	9.7	0.437	B	10.8	0.532	+ 0.095 V/C
#105 B / Union	B	10.4	0.456	B	11.9	0.565	+ 0.109 V/C
#106 B / Front	A	6.2	0.417	A	6.2	0.431	-0.015 D/V
#107 C / State	B	11.1	0.000	C	23.1	0.000	+11.996 D/V
#108 C / Union	B	10.6	0.000	B	10.9	0.000	+ 0.258 D/V
#109 Broadway / State	B	11.7	0.438	B	11.4	0.455	-0.330 D/V
#110 Broadway / Union	B	15.9	0.525	B	17.3	0.578	+ 1.348 D/V

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #101 Ash / Union

Cycle (sec):	110	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.4
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Union St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0
Volume Module:												
Base Vol:	15	35	0	0	102	29	0	0	0	207	1444	70
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	36	0	0	106	30	0	0	0	215	1502	73
Added Vol:	2	2	0	0	10	0	0	0	0	113	58	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	38	0	0	116	30	0	0	0	328	1560	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	18	39	0	0	117	30	0	0	0	331	1574	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	39	0	0	117	30	0	0	0	331	1574	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	39	0	0	117	30	0	0	0	331	1574	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.31	0.69	0.00	0.00	0.79	0.21	0.00	0.00	0.00	0.50	2.39	0.11
Final Sat.:	555	1212	0	0	1437	373	0	0	0	825	3921	180
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.40	0.40	0.40
Crit Moves:					****						****	
Green Time:	18.6	18.6	0.0	0.0	18.6	18.6	0.0	0.0	0.0	91.4	91.4	91.4
Volume/Cap:	0.19	0.19	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.48	0.48	0.48
Delay/Veh:	39.6	39.6	0.0	0.0	42.6	42.6	0.0	0.0	0.0	2.7	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	39.6	0.0	0.0	42.6	42.6	0.0	0.0	0.0	2.7	2.7	2.7
LOS by Move:	D	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	5	5	0	0	0	7	7	7

Note: Queue reported is the number of cars per lane.

EX+C+P AM Wed Apr 28, 2010 11:17:59 Page 6-1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Ash / Front

Cycle (sec):	110	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Front St.						Ash St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	10	10	0	0	0	7	10	0
Lanes:	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	1102	332	0	0	0	485	1404	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	1146	345	0	0	0	504	1460	0
Added Vol:	0	0	0	0	-10	86	0	0	0	27	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1136	431	0	0	0	531	1544	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	0	1186	450	0	0	0	555	1612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1186	450	0	0	0	555	1612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1186	450	0	0	0	555	1612	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	0.86	0.86	1.00
Lanes:	0.00	0.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	1.02	2.98	0.00
Final Sat.:	0	0	0	0	3533	1341	0	0	0	1669	4851	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.33	0.33	0.00
Crit Moves:					****					****		
Green Time:	0.0	0.0	0.0	0.0	55.3	55.3	0.0	0.0	0.0	54.7	54.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.67	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	21.2	21.2	0.0	0.0	0.0	21.3	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	21.2	21.2	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	16	16	0	0	0	16	16	0

Note: Queue reported is the number of cars per lane.

EX+C+P AM Wed Apr 28, 2010 11:17:59 Page 7-1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #103 1st / A

Cycle (sec):	110	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	1st St.						A St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	0	0	0	7	10	0	0	0	0
Lanes:	0 0	2	1 1	0 0	0	0 0	0 1	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	669	138	0	0	0	304	323	0	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	702	145	0	0	0	319	339	0	0	0	0
Added Vol:	0	3	-16	0	0	0	10	-60	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	705	129	0	0	0	329	279	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	738	135	0	0	0	344	292	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	738	135	0	0	0	344	292	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	738	135	0	0	0	344	292	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	1.00	1.00	1.00	0.82	0.82	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4966	1655	0	0	0	1557	3114	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.00	0.00	0.00	0.22	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	44.2	44.2	0.0	0.0	0.0	65.8	65.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.20	0.00	0.00	0.00	0.37	0.16	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.2	21.4	0.0	0.0	0.0	11.5	9.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	21.4	0.0	0.0	0.0	11.5	9.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	6	3	0	0	0	7	2	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #104 B / State

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	State St.								B St.			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	1 0	0 0	0	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	34	110	36	0	0	0	75	35	0	0	153	171
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	37	119	39	0	0	0	81	38	0	0	165	185
Added Vol:	1	10	12	0	0	0	0	0	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	129	51	0	0	0	81	38	0	0	230	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	133	52	0	0	0	83	39	0	0	237	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	133	52	0	0	0	83	39	0	0	237	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	133	52	0	0	0	83	39	0	0	237	190
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	1.78	0.70	0.00	0.00	0.00	0.68	0.32	0.00	0.00	0.55	0.45
Final Sat.:	297	1061	454	0	0	0	461	215	0	0	445	357
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	xxxx	xxxx	xxxx	0.18	0.18	xxxx	xxxx	0.53	0.53
Crit Moves:	****							****			****	
Delay/Veh:	9.5	9.2	8.6	0.0	0.0	0.0	9.2	9.2	0.0	0.0	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.2	8.6	0.0	0.0	0.0	9.2	9.2	0.0	0.0	12.1	12.1
LOS by Move:	A	A	A	*	*	*	A	A	*	*	B	B
ApproachDel:		9.1			xxxxxx			9.2			12.1	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		9.1			xxxxxx			9.2			12.1	
LOS by Appr:		A			*			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	1.0	1.0	1.0

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #105 B / Union

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Union St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	88	18	8	122	79	7	44	23	35	229	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	88	18	8	122	79	7	44	23	35	229	48
Added Vol:	0	37	0	0	7	8	0	7	6	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	125	18	8	129	87	7	51	29	35	287	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	130	19	8	135	91	7	53	30	37	300	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	130	19	8	135	91	7	53	30	37	300	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	130	19	8	135	91	7	53	30	37	300	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.75	0.11	0.03	0.58	0.39	0.08	0.59	0.33	0.09	0.78	0.13
Final Sat.:	85	459	66	23	373	252	49	356	202	65	530	89
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.36	0.36	0.36	0.15	0.15	0.15	0.56	0.56	0.56
Crit Moves:		****		****			****				****	
Delay/Veh:	10.4	10.4	10.4	10.8	10.8	10.8	9.2	9.2	9.2	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	10.8	10.8	10.8	9.2	9.2	9.2	13.9	13.9	13.9
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		10.4			10.8			9.2			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.8			9.2			13.9	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.1	0.1	0.1	1.1	1.1	1.1

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Note: Queue reported is the number of cars per lane.

Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #106 B / Front

Cycle (sec):	110	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Front St.						B St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	1240	245	0	43	25	32	69	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	1240	245	0	43	25	32	69	0
Added Vol:	0	0	0	0	-2	58	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	1238	303	0	50	25	32	69	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	45	1405	344	0	57	28	36	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	1405	344	0	57	28	36	78	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	45	1405	344	0	57	28	36	78	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.94	0.94	0.91	0.91	1.00
Lanes:	0.00	0.00	0.00	0.08	2.35	0.57	0.00	0.67	0.33	0.32	0.68	0.00
Final Sat.:	0	0	0	124	3850	942	0	1185	593	548	1182	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.05	0.05	0.07	0.07	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	93.1	93.1	93.1	0.0	16.9	16.9	16.9	16.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.31	0.31	0.43	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	2.1	2.1	2.1	0.0	42.0	42.0	43.3	43.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	2.1	2.1	2.1	0.0	42.0	42.0	43.3	43.3	0.0
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	A
HCM2kAvgQ:	0	0	0	6	6	6	0	3	3	4	4	0

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #107 C / State

Average Delay (sec/veh): 17.9 Worst Case Level Of Service: C[23.1]

Street Name:	State St.						C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	2	1	0	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	238	14	0	0	0	34	19	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	255	15	0	0	0	36	20	0	0	0	0
Added Vol:	0	56	0	0	0	0	136	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	311	15	0	0	0	172	20	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	355	17	0	0	0	197	23	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	17	0	0	0	197	23	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	417	12	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	527	1069	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	397	1069	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.89	0.02	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	3.3	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	26.5	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	D	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	432	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.3	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	17.1	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	*	B	*	*	*	*	*
ApproachDel:	23.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #108 C / Union

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: B[10.9]

Street Name:	Union St.						C St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	159	40	13	153	0	2	20	11	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	170	43	14	164	0	2	21	12	0	0	0
Added Vol:	0	37	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	43	14	176	0	2	21	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	229	47	15	194	0	2	24	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	229	47	15	194	0	2	24	13	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	35	18	131	41	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	858	1060	841	851	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	855	1060	636	848	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.27	0.04	0.02	0.23	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	885	828	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.3	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.9	10.8	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	B	*	*	A	*	*	*	*	*
ApproachDel:	10.9			10.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #109 Broadway / State

Cycle (sec):	110	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	State St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	10	100	0	0	0	64	258	34	48	499	305
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	108	11	108	0	0	0	69	279	37	52	539	329
Added Vol:	0	0	0	0	0	0	8	3	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	11	108	0	0	0	77	282	37	52	539	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	12	118	0	0	0	85	309	40	57	591	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	12	118	0	0	0	85	309	40	57	591	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	12	118	0	0	0	85	309	40	57	591	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	1.00	1.00	1.00	0.22	0.92	0.92	0.50	0.87	0.87
Lanes:	0.48	0.05	0.47	0.00	0.00	0.00	1.00	1.77	0.23	1.00	1.18	0.82
Final Sat.:	777	78	777	0	0	0	421	3077	401	948	1952	1367
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.20	0.10	0.10	0.06	0.30	0.30
Crit Moves:	****										****	
Green Time:	36.8	36.8	36.8	0.0	0.0	0.0	73.2	73.2	73.2	73.2	73.2	73.2
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.30	0.15	0.15	0.09	0.46	0.46
Delay/Veh:	29.3	29.3	29.3	0.0	0.0	0.0	8.3	6.9	6.9	6.6	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	29.3	0.0	0.0	0.0	8.3	6.9	6.9	6.6	9.0	9.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	7	0	0	0	2	2	2	1	9	9

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #110 Broadway / Union

Cycle (sec):	110	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Union St.						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	100	25	42	100	109	13	276	10	10	708	200
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	107	27	45	107	117	14	295	11	11	758	214
Added Vol:	25	8	0	5	4	3	8	-5	0	0	21	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	115	27	50	111	120	22	290	11	11	779	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	147	128	30	56	123	133	24	323	12	12	866	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	128	30	56	123	133	24	323	12	12	866	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	128	30	56	123	133	24	323	12	12	866	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.84	0.84	0.84	0.16	0.93	0.93	0.49	0.90	0.90
Lanes:	0.48	0.42	0.10	0.18	0.39	0.43	1.00	1.93	0.07	1.00	1.54	0.46
Final Sat.:	592	516	120	283	628	677	298	3395	125	935	2622	792
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.20	0.20	0.20	0.08	0.10	0.10	0.01	0.33	0.33
Crit Moves:		****									****	
Green Time:	47.2	47.2	47.2	47.2	47.2	47.2	62.8	62.8	62.8	62.8	62.8	62.8
Volume/Cap:	0.58	0.58	0.58	0.46	0.46	0.46	0.14	0.17	0.17	0.02	0.58	0.58
Delay/Veh:	25.5	25.5	25.5	22.8	22.8	22.8	11.4	11.2	11.2	10.3	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	22.8	22.8	22.8	11.4	11.2	11.2	10.3	15.5	15.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	8	8	8	8	8	8	1	3	3	0	13	13

Note: Queue reported is the number of cars per lane.

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Existing Plus Cumulative Plus Project Conditions
SD Courthouse Study
AM Peak Period

Project Trips Report
am project

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
Zone #1: Parking 1													
101	Ash / Union	2	1	0	0	8	0	0	0	0	115	0	0
102	Ash / Front	0	0	0	0	0	57	0	0	0	0	57	0
103	1st / A	0	0	0	0	0	0	7	7	0	0	0	0
104	B / State	0	0	0	0	0	0	0	0	0	0	0	0
105	B / Union	0	53	0	0	6	0	0	0	0	0	0	0
106	B / Front	0	0	0	0	0	0	0	0	0	0	0	0
107	C / State	0	0	0	0	0	0	0	0	0	0	0	0
108	C / Union	0	53	0	0	6	0	0	0	0	0	0	0
109	Broadway / St	0	0	0	0	0	0	0	8	0	0	1	0
110	Broadway / Un	0	25	0	3	3	1	8	0	0	0	0	21
Zone #2: Parking 2													
101	Ash / Union	0	1	0	0	8	0	0	0	0	0	58	0
102	Ash / Front	0	0	0	0	29	29	0	0	0	29	29	0
103	1st / A	0	3	3	0	0	0	3	3	0	0	0	0
104	B / State	1	10	12	0	0	0	0	0	0	0	65	0
105	B / Union	0	0	0	0	2	8	0	7	6	0	58	0
106	B / Front	0	0	0	0	0	58	0	7	0	0	0	0
107	C / State	0	56	0	0	0	0	136	0	0	0	0	0
108	C / Union	0	0	0	0	7	0	0	0	0	0	0	0
109	Broadway / St	0	0	0	0	0	0	8	0	0	0	0	48
110	Broadway / Un	25	0	0	3	3	2	0	0	0	0	21	0
Zone #5:													
101	Ash / Union	0	0	0	0	-5	0	0	0	0	-2	0	-1
102	Ash / Front	0	0	0	0	-38	0	0	0	0	-2	-2	0
103	1st / A	0	0	-19	0	0	0	0	-70	0	0	0	0
104	B / State	0	0	0	0	0	0	0	0	0	0	0	0
105	B / Union	0	-17	0	0	-2	0	0	0	0	0	0	0
106	B / Front	0	0	0	0	-2	0	0	0	0	0	0	0
107	C / State	0	0	0	0	0	0	0	0	0	0	0	0
108	C / Union	0	-17	0	0	-2	0	0	0	0	0	0	0
109	Broadway / St	0	0	0	0	0	0	0	-5	0	0	-1	0
110	Broadway / Un	0	-17	0	0	-2	0	0	-5	0	0	-1	0